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SECRETARY OF THE AIR FORCE**

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VOLUME 1**



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Flying Operations

C-5 AIRCREW TRAINING

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This volume implements AFI 11-200, *Aircrew Training, Standardization/Evaluation, And General Operations Structure*. It covers USAF training policy for the C-5 aircrews to accomplish worldwide mobility missions safely and successfully. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force. This instruction applies to all Air Mobility Command (AMC), Air Force Reserve Command (AFRC), and Air National Guard (ANG) units operating the C-5 unless specifically exempted.

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SUMMARY OF CHANGES

This instruction incorporates several administrative changes, updates to office symbols, and inputs from Realistic Training Review Boards, Program Management Reviews, Training Integrated Product Team meetings, and, where applicable, other MDS Volumes 1s. Major Changes: **Chapter 1:** paragraph 1.4.2., changed to reflect AFRC's assuming Lackland FTU syllabi responsibility and AMC's establishing responsibility for the C-5M FTU at Dover AFB; paragraph 1.4.3.2., guidance for student recalls for the Dover FTU added; paragraph 1.4.6., Sq/CC responsibilities updated to include DOT chief and instructor selection criteria; paragraph 1.4.6.3., guidance on Squadron Training Review Panels (STRP) modified; paragraph 1.5.4., specifies AFRC/A3T as waiver authority for the Lackland FTU flying training syllabi and FTU prerequisites specified in the ETCA and adds similar authority for AMC/A3T for the Dover FTU. **Chapter 2:** **Table 2.1**, LL01 deleted, note 3 deleted; paragraph 2.6., added: The approval authority for dual-qualification is the AMC/A3 or MAJCOM equivalent. **Chapter 3:** added: paragraph 3.4.1.1., guidance on crewmembers in MCT who fail to accomplish all semi-annual training requirements; paragraph 3.4.2., added: expanded guidance on local area orientation flight. **Chapter 4:** paragraph 4.4.1., added: to credit an event: crewmembers must be qualified in the events and either current or under the supervision of an instructor; **Table 4.1**, G080A deleted, SS02 moved to **Table 4.2**, SS05 and SS06 currency changed to 36 months; **Table 4.2**, SS02 added, currency changed to 36 months, SS03 currency changed to 36 months; paragraph 4.5.3.1., dual seat qualification deleted, expanded ATD Credit for Training Requirements added; **Table 4.4**, G240 and G270 deleted, combined into G261-264 Refresher Simulator, with a quarterly currency, G250 renamed Simulator Proficiency Sortie, P116 NDB App deleted, heavyweight air refueling event for C-5M deleted (Note 14); **Table 4.5**, changed to semi-annual training requirements, G261-264 added with quarterly currency for flight engineers; loadmasters must attend a MOST mission annually; paragraph 4.6., expanded flight surgeon continuation flying requirements; paragraph 4.9.2., modified guidance for flight surgeons' regaining currency. **Chapter 5:** updated **Table 5.1**; paragraph 5.2., MPD guidance update; paragraph 5.3., changed to MPD Continuation though Aircraft Commander Upgrade; **Table 5.2**, updated; paragraph 5.6.1.1., added C-5M T.O. references. **Chapter 6:** paragraph 6.2.2.2.4., System Review Board (SRB) changed to Program Management Review (PMR); added: paragraph 6.2.2.3.3., AMCAOS Det 6, functions described; paragraph 6.4.2.1.3., government flight representative reference added; paragraphs 6.6, 6.7, 6.8, and 6.9 modified to include C-5M; paragraph 6.10.1.3., 4-day option deleted, all refresher simulators are 2 per quarter; paragraph 6.10.1.4., new course description added; paragraph 6.10.2., added Simulator Proficiency Sortie (SPS) identified and description expanded. **Chapter 7:** paragraph 7.10.1., Flight Physical description modified, G010 description changed, G080A and G080B deleted, G240 deleted, G250 added, G261-264 added, G270 deleted; paragraph 7.11., Aircrew Flight Equipment (LL) events rewritten; paragraph 7.14., P116 deleted. **Attachments:** added **Attachment 3**, Pilot Qualification and Requalification.

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Chapter 1

GENERAL

1.1. Training Objective. This volume prescribes basic policy and guidance for training United States Air Force C-5 aircrews according to AFI 11-202v1, *Aircrew Training*.

1.1.1. The overall training objective of the aircrew training program is to develop and maintain a high state of mission readiness for the immediate and effective employment in exercises, peacekeeping operations, contingencies, and war in any environment. Mission readiness and effective employment are achieved through the development and mastery of core competencies for C-5 crewmembers. These core competencies include the ability to conduct air refueling, tactical ingress, tactical egress, instrument procedures, mission planning, crew management, and C4/AOC integration.

1.1.2. Link AFTTP 3-3.C-5, *Combat Aircraft Fundamentals—C-5* requirements into mission and continuation training tables while retaining a combat culture, leading edge technologies, pushing capabilities while anticipating the warfighter needs.

1.1.3. The secondary objective is to standardize C-5 training requirements into a single document to meet requirements for a basic document in AFI 11-200.

1.2. Key Words Explained.

1.2.1. “Will” and “shall” indicate a mandatory requirement.

1.2.2. “Should” is normally used to indicate a preferred, but not mandatory, method of accomplishment.

1.2.3. “May” indicates an acceptable or suggested means of accomplishment.

1.2.4. “Note” indicates operating procedures, techniques, etc., which are considered essential to emphasize.

1.3. Administration.

1.3.1. Recommendation for Change. Submit suggested improvements to this instruction on AF Form 847, *Recommendation for Change of Publication*, through MAJCOM channels to AMC/A3T according to AFI 11-215, *Flight Manual Program (FMP)*. Send proposals for amending existing course prerequisites or recommendations to change or delete obsolete courseware through the appropriate MAJCOM training staff to the OPR. The OPR address is AMC/A3T, 402 Scott Drive, Unit 3A1, Scott AFB, IL, 62225-5302.

1.3.2. Supplements. This AFI is a basic directive. Each MAJCOM or operational theater may supplement this AFI. MAJCOM supplements may be more, but not less restrictive than this instruction. MAJCOMs may set training requirements lower than specified in this instruction when the statement “or as specified in MAJCOM supplement” is indicated as applicable to that item or event. MAJCOM supplements must be coordinated/approved by AMC/A3T and AF/A3O-AI, according to AFI 11-200, and AFI 11-202v1, before publication. Send one copy to AMC/A3T and one copy to AF/A3O-AI.

1.3.3. Local Training Guidance. Units may supplement this instruction and will submit an info copy to the parent MAJCOM OPR after approval by the OG/CC. ANG is considered a MAJCOM for purposes of this instruction (Ref AFI 11-202v1).

1.3.4. If a conflict is identified for a training requirement, comply with source document that established the training requirement.

1.4. Responsibilities. AFI 11-202v1 outlines responsibilities for aircrew training.

1.4.1. Lead Command. Air Mobility Command (AMC) is designated as the lead command for the C-5 Mission Design Series (MDS) airlift aircraft according to AFPD 10-9, *Lead Operating Command Weapon Systems Management*, AFI 11-200, and AFPD 10-21, *Air Mobility Lead Command Roles and Responsibilities*. The lead command is responsible for establishing and standardizing aircrew flying training requirements in coordination with user commands. AMC/A3 delegates AMC/A3T the authority to manage all training course requirements, training tasks, and the Aircrew Training System (ATS) described in **Chapter 6**. AMC/A3T is the OPR for this AFI.

1.4.1.1. Courses. AMC/A3T, in coordination with training and user commands, approves/fields continuation training requirements or adjustments and short-notice specialized in-unit upgrade courses, e.g., FM Immunity, etc.

1.4.1.2. Realistic Training Review Board (RTRB). AMC/A3T will host a RTRB biennially or more frequently, as required. The RTRB reviews all wing training programs for currency, applicability, compliance, and effectiveness. Attendees should include training representatives from the C-5 community including: AMC/A3T/A3V/A3D, USAF Expeditionary Center (USAFEC), AFRC, ANG, formal schools, selected unit representatives, and aircrew training system (ATS) instructors or staff, as applicable.

1.4.1.3. Detachment 6, Air Mobility Command Air Operations Squadron (AMCAOS) personnel will:

1.4.1.3.1. Conduct Simulator Certification (SIMCERT) on each Aircrew Training Devices (ATD) in the C-5 ATS according to AFI 36-2251, *Management of Air Force Training Systems*, or when necessary, e.g., ATD modification, configuration change, etc. SIMCERT includes objective and subjective testing, inventory inspection, Quality Assurance Issues (QAI), and Contract Compliance Evaluations (CCE).

1.4.1.3.1.1. Provide host unit with a 45-day advance notice of a SIMCERT. A short-notice SIMCERT is available with verbal coordination between host unit, Det 6, AMC/A3TA, ATS contractor, and the ATS contract management team. SIMCERT results are reported to AMC/A3T and the ATS contract management team.

1.4.1.3.1.2. Monitor training device utilization, availability, and ensure equipment malfunctions are corrected through coordination with the ATS contractor, when required.

1.4.1.3.2. Schedule Subject Matter Experts (SME) for Technical Interchange Meetings (TIMs) with the ATS contractor. Det 6, AMCAOS will also schedule

crewmembers (as required by the contractor) to assist in courseware development including Individual Tryouts (ITOs) and Small Group Tryouts (SGTOs).

1.4.2. Training Commands.

1.4.2.1. AFRC/A3 is responsible for the Lackland FTU formal school syllabi and is the approval authority for any formal school curricula changes in coordination with user commands according to AFI 11-202v1. AFRC oversees Lackland Formal Training Unit (FTU) courses and syllabus management in coordination with the ATS contractor. Formal school syllabi are available from the Education and Training Course Announcements (ETCA) course description. 733TRS, in coordination with AFRC/A3T and AMC/A3T, develops and publishes the Programmed Flying Training (PFT) IAW the AF/A3O-AT Flying Training CONOPS. AFRC determines formal school capacity.

1.4.2.1.1. Progress Review (PR). See AFI 11-202v1. AFRC will notify the student's gaining unit of PR action delaying the student's scheduled graduation date. If the PR recommends a Flying Evaluation Board, AFRC will notify the student's gaining MAJCOM.

1.4.2.1.2. 733rd TRS, Lackland AFB is the quality assurance agency monitoring ATS performance with Detachment 6, AMCAOS.

1.4.2.2. AMC/A3 is responsible for the Dover C-5M FTU formal school syllabi and is the approval authority for any formal school curricula changes in coordination with user commands according to AFI 11-202v1. AMC oversees the Dover FTU courses and syllabus management in coordination with the ATS contractor. Formal school syllabi are available from the Education and Training Course Announcements (ETCA) course description. AMC/A3T develops and publishes the Programmed Flying Training (PFT) IAW the AF/A3O-AT Flying Training CONOPS. AMC determines formal school capacity.

1.4.2.2.1. Progress Review (PR). See AFI 11-202v1. AMC will notify the student's gaining unit of PR action delaying the student's scheduled graduation date. If the PR recommends a Flying Evaluation Board, AMC will notify the student's gaining MAJCOM.

1.4.2.2.2. 436 OSS Dover AFB is the quality assurance agency monitoring ATS performance with Detachment 6, AMCAOS.

1.4.2.3. AMC maintains a list of formal school courses on the ETCA. The site address is: <https://etca.randolph.af.mil>.

1.4.3. User Commands.

1.4.3.1. Student Management. MAJCOM training staff will manage their student training requirements according to paragraph **1.14**.

1.4.3.2. Recall Procedures. Notifications to recall students from a formal school must be sent from the student's Sq/CC to OG/CC to MAJCOM/A3T (or equivalent) (email format is acceptable).

1.4.3.2.1. For students at the Lackland FTU, MAJCOM/A3T (or equivalent) will submit an approved recall letter (email or Fax) to AFRC/A3T for follow-on

coordination with the FTU Registrar, 733 TRS. Emergency recall during non-duty hours may be coordinated directly with the 733 TRS who will follow up with coordination to AFRC/A3T on the next duty day. (See also paragraph 1.16 for failure to complete training) Any recall notifications in dispute will be coordinated with AFRC/A3T for final approval/disapproval.

1.4.3.2.2. For students at the Dover FTU, MAJCOM/A3T (or equivalent) will submit an approved recall letter (email or Fax) to AMC/A3T for follow-on coordination with the FTU, 436 OSS/OSF. Emergency recall during non-duty hours may be coordinated directly with the 436 OSS/OSF who will follow up with coordination to AMC/A3T on the next duty day. (See also paragraph 1.16 for failure to complete training) Any recall notifications in dispute will be coordinated with AMC/A3T for final approval/disapproval.

1.4.3.2.3. Students will not be recalled to prevent initiation of any actions associated with unsatisfactory performance.

1.4.4. Wing Commander. WG/CC will ensure unit/local level agencies and facilities support aircrew ground training programs. Host and/or co-located units will develop local agreements to consolidate aircrew training support base-wide.

1.4.5. Operations Group.

1.4.5.1. The OG/CC (or equivalent) will convene a training review panel (TRP) to be chaired by the OG/CC or a designated representative. Panel members should include representatives from squadron training, formal training unit (FTU), tactics, operations, safety, and other areas as determined by the commander, i.e., ATS contractors, Host Aviation Resource Management (HARM) and Squadron Aviation Resource Management (SARM).

1.4.5.1.1. TRP Requirements. The OG/CC will convene the TRP semi-annually and maintain minutes for a period of two years (commanders may increase this frequency as required). Squadrons and detachments not collocated with their OG may conduct their own panel or provide representation to the OG TRP. Panel minutes from non-collocated squadron and detachment TRPs will be forwarded to the OG for inclusion in the OG TRP.

1.4.5.1.2. TRP Format. The TRP should review staff and crewmember management actions necessary to complete squadron flight and ground training programs. Suggested TRP topics include, but are not limited to, current and forecast Flight Training Levels (FTL), Upgrade and Continuation Training (CT) status, semi-annual requirement completion rates, crew position gains/losses, Aircraft Commander (AC), Instructor (including FTU) and Evaluator upgrades. OG/CC's should review all "X" events for relevancy to the unit's mission during the TRP. This review will be documented in the TRP minutes.

1.4.5.2. OG/CC will develop and maintain procedures with their local servicing military personnel flight (MPF) for individual crewmember counseling and personnel system updates affecting active duty service commitments (ADSC) incurred with training specified in this AFI. See AFI 11-202v1, AFI 36-2107, *Active Duty Service*

Commitments (ADSC), AFRCI 36-2102, *Reserve Service Commitment*, and the ETCA for more information.

1.4.5.3. OG/CC may develop additional training requirements and/or programs as necessary to meet unit mission requirements. Units will document such requirements in a local supplement, training guide, or operating instruction.

1.4.5.4. OG/CC is responsible for establishing and maintaining the academic training program for non-ATS courses (may be delegated to squadron level). The OG (or squadron) OPR will:

1.4.5.4.1. Appoint primary and alternate instructors for each non-ATS course to be taught.

1.4.5.4.2. Publish a ground training schedule (ARC, as required) to include date, time, location, instructor and designated crewmembers for each course (both ATS and non-ATS). Units may include such details in a local supplement.

1.4.5.4.3. Use MAJCOM, ATS, or unit-developed training products and/or syllabi for all courses, as applicable. Units will reproduce courseware as applicable. Document training in accordance with [Attachment 2](#).

1.4.5.4.4. Develop a procedure to monitor the academic training program for course content, currency of materials, instructor availability, and status of training aids. Squadrons recommend to the commander changes to existing courses or additional academic training courses required, based on crewmember feedback.

1.4.5.5. Instructor Selection and Training. OG/CC will select course instructors for non-ATS courses on the basis of professional qualification and aptitude to teach. Local academic instructor program will follow AFMAN 36-2236, *Guidebook for Air Force Instructors*. An individual who instructs a class receives credit for that academic training requirement.

1.4.5.6. Send recommendations for changes, additions, and deletions of courses through appropriate channels to appropriate MAJCOM with an information copy to AMC/A3T.

1.4.6. Squadrons. Sq/CC (or designated representative) will:

1.4.6.1. Select DOT Chiefs from the most highly qualified and experienced instructors. Previous Evaluator or FTU experience is highly desired. ARC units with a single squadron may use the OST Chief for this purpose.

1.4.6.2. Ensure Sq/DOT is manned with a minimum of one instructor for each crew position. Instructors should be selected based on experience, availability, and time on station (to ensure continuity of operations for each crew position in DOT). ARC units with a single squadron may use OST for this purpose.

1.4.6.3. Convene a Squadron Training Review Panel (STRP) to be chaired by the SQ/CC and/or SQ/DO. Panel members should include representatives from squadron training, tactics, stan/eval, ADOs, and the chief from each crew position. SQ/CCs should utilize the STRP to focus training objectives, ensure standards are being met, select upgrade candidates, and ensure completion of required continuation training.

1.4.6.3.1. STRP Requirements. Squadrons will convene a STRP monthly (quarterly for ARC) and maintain minutes for a period of two years. STRP minutes will be approved by the SQ/CC or DO and may be produced/distributed/stored electronically by the Sq/DOT.

1.4.6.3.2. STRP Format. The squadron TRP should review staff and crewmember management actions necessary to complete squadron flight and ground training programs. The STRP will review the current status of aircrew training to ensure that current training objectives are being met and that those individuals selected for upgrade training are the best candidates after reviewing their experience, proficiency level, and retainability. To accomplish these goals, suggested STRP topics include but are not limited to crew position gains/losses, current upgrade/requalification training (i.e., crewmembers in an active training status), recently completed training (including performance during training and current certification status), future training (individuals already approved via STRP), upgrade candidates, current waivers, projected waivers, and continuation training status.

1.4.6.4. Review training and evaluation records of newly assigned or attached crewmembers and those completing formal training to determine the necessary training required to complete/certify the individual as Basic Aircraft Qualified (BAQ), Basic Mission Capable (BMC), or Mission Ready (MR).

1.4.6.5. Coordinate with the operations group in developing training programs.

1.4.6.6. Review qualifications and monitor training requirements for attached flight surgeons (FS) and advise Sq/CC of additional training needs.

1.4.6.7. Execute unit-level aircrew certifications described in this instruction.

1.4.6.8. Ensure squadron DO or designated squadron representatives monitor quality of training being accomplished, identifying training deficiencies and additional training needs.

1.4.6.9. Ensure students scheduled for FTU courses read and comply with course prerequisites listed in the ETCA, and carry any required documents, e.g., medical records, aeronautical orders, etc.

1.4.7. FTU ATS Contractor. The C-5 Aircrew Training System (ATS) contractor is responsible for academic and ATD instruction at the FTU. This responsibility includes developing, updating, and publishing courseware and the FTU syllabi in accordance with the ATS contract. The syllabi will be reviewed at least annually by 733 TRS, AMC/A3T, and Det 6, and updated as required.

1.4.8. FTU, Non-ATS. See requirements in AFI 11-202v1.

1.4.9. AMC/A3T is the approval authority for AMC course attendance. AFRC/A3 is the approval authority for all AFRC course attendance.

1.5. Waiver Authority.

1.5.1. Do not deviate from the policies and requirements in this instruction. Report deviations or exceptions without waiver through channels to MAJCOM/A3T (or equivalent) who, in turn, should notify the OPR for follow-on action, if necessary.

1.5.2. Unless otherwise specified in this instruction, AF/A3O-A or equivalent level is the designated waiver authority for specific crew member training requirements in this instruction not governed by AFI 11-202v1.

1.5.3. OG/CC is designated waiver authority for flying hour prerequisites for entry into formal upgrade courses.

1.5.4. AFRC/A3 designates AFRC/A3T as waiver authority for the Lackland FTU flying training syllabi and FTU prerequisites specified in the ETCA (see paragraph 1.5.3 and paragraph 1.5.5 for exceptions). AMC/A3 designates AMC/A3T as waiver authority for the Dover C-5M FTU flying training syllabi and FTU prerequisites specified in the ETCA. All requests for a syllabus waiver must include supporting rationale. User command training staff should submit prerequisite waiver requests directly to AFRC/A3T for Lackland FTU courses, AMC/A3T for C-5M courses. All waivers must be approved before the crewmember departs for formal training. The unit will file a copy of all waivers in the student's Flight Evaluation Folder (FEF). The student will hand-carry a copy to the FTU.

1.5.4.1. Prerequisites. For formal school course prerequisite waiver requests, see the appropriate formal course training syllabus.

1.5.4.2. FTU. An AFRC/A3T or AMC/A3T approved syllabus waiver is required for any planned exception to an FTU syllabus caused by special or unusual circumstances.

1.5.4.2.1. If required for units' designated mission, events waived or not accomplished at the formal school will be accomplished in-unit before assigning mission-ready (MR) status.

1.5.5. In-Unit Training Waiver. MAJCOM/A3T (or equivalent) is approval/waiver authority for in-unit training via secondary method in coordination with AMC/A3T and AFRC/A3T. Before approval, review the appropriate syllabus and consider availability of ATS formal instruction and ATD requirements. **Exception:** The OG/CC is the approval authority for completing air refueling qualification using the secondary method

1.5.6. Senior Officer Course (SOC) Waiver. Waiver authority for the SOC is AF/A3O. Submit waivers IAW AFI 11-202v1, paragraph 1.2. AF/A3O-A must approve course attendance for individuals not otherwise eligible. SOC syllabus waiver authority is AFRC/A3T for Lackland FTU, AMC/A3T for the C-5M FTU, with concurrence of gaining MAJCOM/A3.

1.5.7. Continuation Training Waiver. The OG/CC is designated waiver authority for training requirements in Chapter 4 for assigned or attached crewmembers on a case-by-case basis (see paragraph 4.9). **Exception:** flight physical, physiological training, and LL03. Waivers for training or currency events missed in consecutive training periods will require MAJCOM approval.

1.5.8. Waiver Format. For AMC waivers, use on-line waiver request service on AMC/A3T website, AFRC website, or ANG procedures as appropriate. Ensure the Volume 1 reference paragraph to be waived is included in the waiver request. AMC OG/CC submit waiver request through AMC/A3T web site. If unable to use the waiver web site, submit a written waiver via email or Fax in the format at Figure 1.1. to the appropriate MAJCOM OPR. Asterisk (*) items are required for processing. Units will submit waiver requests according

to **Table 1.1** Units may use the on-line waiver request service to process OG-level and below waivers. Enter the following statement in the rationale section: Info only for HHQ. OG/CC or designated unit agency will maintain a permanent record of locally approved waiver(s). Place copies of all flying and ground training waivers (including training time extensions) in the individual's training folder.

Figure 1.1. Sample Waiver Request Format.

<p>MEMORANDUM FOR (<i>Waiver Authority</i>)</p> <p>FROM: (<i>Requester</i>)</p> <p>SUBJECT: Waiver Request – (<i>Individual</i>), (<i>Type of Waiver</i>)</p> <ol style="list-style-type: none"> 1. <i>*Name, grade.</i> 2. <i>*Flying organization (assigned or attached).</i> 3. <i>*Present qualification (include special qualifications/certifications if appropriate).</i> 4. <i>*Total flying time: primary aircraft inventory (PAI) time (include instructor or evaluator time).</i> 5. <i>*Specific nature of waiver request e.g., cites requirement and requested deviation.</i> 6. <i>*Rationale or justification for waiver request.</i> 7. <i>Crew qualification to which person is qualifying or upgrading.</i> 8. <i>Previous attendance at any formal instructor course (include course identifier and graduation date).</i> 9. <i>Training start date.</i> 10. <i>If waiver request for time limit, specify mandatory upgrade or qualification date.</i> 11. <i>Date event last accomplished and normal eligibility period.</i> 12. <i>Remarks (include FTU courseware that is required if the waiver request is approved) (e.g. local training).</i> 13. <i>*Unit points of contact (name, rank, telephone number, office symbol, and email address).</i> 14. <i>Unit address (if requesting formal school courseware).</i> <p style="text-align: right;">(<i>Signature of Requester</i>)</p> <p style="text-align: right;">(<i>Title</i>)</p>
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Table 1.1. Processing Waivers to AFI 11-2C-5v1.

If waiver is requested by:	Send waiver request to:	Approval or disapproval will be sent to:	With information copies to:
Active Duty AMC Wing or Group	OSS/OST to AMC/A3T	OSS/OST	
AFRC Unit	NAF/A3T to AFRC/A3T	AFRC Unit	AMC/A3TA
ANG Unit	NGB/A3O	ANG Unit	AMC/A3TA
NOTE: For formal training waiver requests (except those included in paragraphs 1.5.3 and 1.5.4.1), units will submit requests through above MAJCOM channels. MAJCOMs will in turn submit requests to AFRC/A3T for approval.			

1.6. Use of Flying Hours.

1.6.1. Structure unit flying training missions to achieve optimum training. Any by-product airlift opportunity resulting from training must not degrade the intended training and will comply with applicable Department of Defense (DOD) Regulation 4515.13-R, *Air Transportation Eligibility*, AFI 11-401, *Aviation Management* and AFI 11-202v1.

1.6.1.1. It is essential that all personnel at all levels prevent the misuse of air mobility resources as well as the perception of their misuse when planning and executing local or off-station training missions.

1.6.1.2. See AFI 11-2C-5v3, *C-5 Operations Procedures*, for off-station training flight requirements.

1.6.2. Training on Operational Missions. Unless specifically prohibited or restricted by weapon system operating procedures or specific theater operations order (OPORD), the OG/CC exercising operational control may approve upgrade, qualification, or special qualification training on operational missions. In order to maximize efficient utilization of training resources, 618 TACC and tasked units will jointly identify and take maximum advantage of opportunities to conduct appropriate continuation training items which may be conveniently suited to concurrent operational mission segments. If necessary 618 TACC and tasked-units will coordinate training mission numbers for the specific mission segment. Commanders will ensure the training will not impact mission effectiveness and that the crewmember receiving training is under the supervision of an instructor of like specialty. See passenger-carrying restrictions in AFI 11-401 and AFI 11-2C-5v3.

1.7. In-Unit Training Time Limitations. Comply with the time limitations in **Table 1.2**. Crewmembers entered in an in-unit training program leading to qualification, requalification, or certification will be dedicated to that program on a full-time basis.

1.7.1. Training time starts with the first significant training event (a training event directly contributing to qualification, certification, or upgrade), e.g., CBT lesson, Part Task Trainer (PTT), or Weapon System Trainer (WST), ground training, flight, etc.; or 45-days (90-days ARC) after being attached or assigned to the unit after completion of the FTU course, whichever occurs first (or as specified in MAJCOM supplement). Training time ends with

the successful completion of one of the following events: flight evaluation (if required as part of the training program), instructor validation of successful program completion (“sign-off”), or squadron commander certification (if required as part of the training program). Crewmembers should begin their checkrides within 30 days of syllabus completion.

Table 1.2. In-Unit Training Time Limitations.

Training	Time Limit	Time Limit ARC
Re-qualification	90 days	180 days
Mission Certification. Includes in-unit training leading to MR status following initial, or requalification training.	90 days (Note 1)	180 days
Upgrade Qualification including Certification	90 days (Note 2)	180 days
Instructor Upgrade	60 days	180 days
<p>NOTES:</p> <p>1. 180 days for loadmasters (240 days for ARC), and 30 days for 2nd FEs.</p> <p>2. 360 days for First FE (720 days for ARC). Training blocks have additional limitations:</p> <ul style="list-style-type: none"> - Block 1 (Msn Cert): 30 days. Sq/CC may authorize a 15-day extension. An extension in excess of 15 days requires OG/CC approval. - Block 2: 90 days (180 days for ARC). Sq/CC may authorize a 30-day extension. An extension in excess of 30 days requires OG/CC approval. - Block 3: 110 days (220 days for ARC). Sq/CC may authorize a 30-day extension. An extension in excess of 30 days requires OG/CC approval. - Block 4: 60 days (120 days for ARC). Sq/CC may authorize a 15-day extension. An extension in excess of 15 days requires OG/CC approval. - All Blocks: OG/CC extensions will be the same as the Sq/CC extension limits. An extension in excess of OG/CC waiver requires MAJCOM (or equivalent) approval. 		

1.7.2. Loadmaster Initial Qual (LMIQ) graduates awaiting the First Term Airman’s Center (FTAC) course may accomplish ground training, phase training, and local orientation flights to maintain knowledge and skills learned during initial qualification training. If mission qualification training is started prior to FTAC, the 180/240-day time period begins upon completion of FTAC. Document the FTAC course dates in the individual’s training folder.

1.7.3. Sq/CC may extend training time up to 60 days (120 days ARC). No notification to MAJCOM/A3T is required. Extensions exceeding 60-days (120 days ARC) require MAJCOM/A3T approval. Units will notify the appropriate MAJCOM/A3T (or equivalent) via the waiver request procedures specified in paragraph 1.5.8., before the crewmember exceeds upgrade training time limits.

1.8. Training Documentation. C-5 units will use the AF Form 4324, Aircraft Assignment/Aircrew Qualification Worksheet, to update aircrew certifications in ARMS. Block 22 will be used to document award of specific ARMS “Q” code identifiers contain the following minimum information: “Q” code (i.e., QXXX), Certification Name (i.e., Phoenix Banner), and date of certification. See [Chapter 7](#) for specific “Q” codes. See [Attachment 2](#) for additional training documentation requirements.

1.9. Flight Examiner Usage. Use flight evaluators as instructors for any phase of training to capitalize on their expertise and experience. Units may use flight evaluators as instructors for qualification, local upgrade, or corrective-action training. If an evaluator is the primary instructor to train an individual, the same evaluator should not administer the associated evaluation.

1.10. Instructor Training and Supervision Requirements.

1.10.1. All instructors should be MR (wing-level and below). Instructors must be current and qualified in any event that they instruct. Formal Training Unit (FTU) instructors are only required to maintain BMC.

1.10.2. The following personnel will be under direct supervision of an instructor of like specialty:

1.10.2.1. All noncurrent aircrew members. (See paragraph [4.9](#) for exceptions)

1.10.2.2. All crewmembers in initial, upgrade or re-qualification flying training unless syllabus states direct supervision is not required.

1.10.2.3. All crewmembers performing restricted flying events listed on the AF Form 8 as prescribed by AFI 11-202v2, *Aircrew Standardization/Evaluation Program Organization and Administration*.

1.10.2.4. Unqualified, FTL E, or AMC staff crew members on indoctrination flight orders.

1.10.2.5. Any other personnel designated by the wing, OG, or Sq/CC.

1.10.3. For unqualified and Flying Training Level (FTL) E pilots, an instructor must be at a set of controls during critical phases of flight.

1.11. Distribution. Units will establish distribution requirements for this AFI.

1.12. Transfer of Aircrews. Before a crewmember will interfly from one unit to another, the gaining unit will review and assess their qualification and currency. See also AFI 11-401.

1.12.1. A crewmember qualified in the same Mission-Design Series (MDS) (C-5A/B/C) according to AFI 11-202v2 will be considered qualified in that equipment throughout the C-5 force. For inter-command transfers and exchange officers, instructor qualifications may be accepted at the discretion of the gaining unit commander. Certified/qualified MR crewmembers transferring between units accomplish only unit specific training and any applicable events in which they have lost currency. See AFI 11-2C-5v3, *Interfly*, for additional information.

1.13. Aircrew Training While DNIF. Crewmembers whose status is “duty not involving flying” (DNIF) may complete ground training events or simulator training, if the member's

physical condition allows it. Consult the flight surgeon initiating AF Form 1042 action (prescribed by AFI 48-123, *Medical Examinations and Standards*) if the DNIF status includes ground training limitations.

1.14. Aircrew Rated Management Overview.

1.14.1. Programmed Flying Training (PFT). AFRC/A3T in coordination with AMC/A3T manages the training command's role in the AF/A3O-AT Flying Training CONOPS. A key product of this process is the PFT. The PFT balances available training quotas, FTU capacity, and course requirements on a fiscal year basis. Annually, units will send projected PFT requirements to their respective MAJCOM training staff which will forward projections to AFRC/A3T.

1.14.1.1. AF/A3O sponsors an annual PFT conference to balance pipeline production requirements and MAJCOM training requests against FTU capacity. AFRC/A3T in coordination with AMC/A3T allocates quotas to lead and user commands who, in turn, allocate training quotas to each unit.

1.14.1.2. Throughout the training year, MAJCOM training staffs and PFT managers use assigned/allocated training quotas to assign individual crewmembers to one of the C-5 formal schools. Daily student quota adjustments to the annual PFT are made on quota management documents. 733 TRS will publish the quota management documents on the 733 TRS Community of Practice (CoP): <https://afkm.wpafb.af.mil/community/views/home.aspx?Filter=RC-OP-03-03>.

1.15. Information Management. AMC Aircrew Training Division (AMC/A3T) hosts crewmember training information on AMC/A3T CoP. ANG hosts crewmember training information on web site: <https://afkm.wpafb.af.mil/NGB-A3O>. The Lackland FTU hosts FTU training information on 733 TRS CoP.

1.16. Failure to Progress or Complete Training. If a student fails to progress according to syllabus requirements, the command accomplishing the training will conduct a Progress Review (PR) according to the Commander's Review Process outlined in the course syllabus. The PR can recommend continuation in training or AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*, action, e.g., a Flying Evaluation Board (FEB). The formal school will notify the gaining unit of any AFI 11-402 action taken. If a crewmember fails to complete a formal upgrade course, the FTU will send a recommendation to the individual's unit stating whether he or she should complete training in-unit, return to the formal school to complete training, or be referred to the AF personnel system for reassignment. The ATS contractor will identify students who fail to progress according to the ATS contract (see [Chapter 6](#)).

1.17. Career Enlisted Aviators (CEA). CEA qualifications are not restricted to AFI 36-2101, *Classifying Military Personnel (Officer and Enlisted)*, skill level upgrades. All enlisted aircrew qualifications are separate and distinct from skill level qualification. When an AF Form 8 is completed for the applicable flight evaluation, then that crewmember is qualified to perform all duties assigned to that crew qualification regardless of skill level. Aircrew instructor and flight examiner qualifications are also separate and distinct from On-the-Job Training (OJT) trainer or certifier designation and are reflected in Air Force Specialty Code (AFSC) by use of "K" prefix (aircrew instructor) and "Q" prefix (aircrew flight examiner) identifiers.

1.18. Aircrew Training Quota Management. The following information describes AMC's policy and procedures for quota management. This policy was developed from requirements in AFI 36-2201, *Air Force Training Program Training Management*; 36-2107, and AFI 11-412, *Aircrew Management*. This policy is mandatory for all AMC C-5 units. All other units follow MAJCOM/A3T (or equivalent) guidance.

1.18.1. Training allocations requirements will be submitted to the appropriate FTU quota manager no later than (NLT) 30 Sep for the following fiscal year. MAJCOM/A3T will consolidate and crosscheck requests with the Pilot Absorption Management System (PAMS). The results are internally coordinated and submitted to AFRC and Air Staff during the annual GPRD data call and the annual PFT conference.

1.18.2. MAJCOM/A3T will breakout the command quota allocations from the approved PFT according to requirements, requested number, PAMS data, training review panel (TRP) submissions, and overall allocation. The initial draft will be sent to the Operations Support Squadron (OSS) training offices in June/July with a one-week coordination and review period. The final version will be released NLT 31 July. Changes past this point are coordinated on a case-by-case basis.

1.18.3. OSS training offices will submit the rank, full name, SSN, course, and class number to 733 TRS NLT 45 days prior to class start date (CSD). Please ensure that any internal processes are adjusted to meet this timeline. Training quotas not filled 30 days prior to CSD will be offered to the next unit on the 733 TRS standby list. OSS training offices should reconfirm all scheduled training with their units at least 10 days prior to CSD to ensure notification of training, active duty service commitments are established, and orders issued. Please submit all candidates for training quotas using email only to: 733TRS.quotamanagement@us.af.mil. **Note:** SSN use reduction must be considered to safeguard personally identifiable information (PII). For details see DTM 07-015, DoD SSN Reduction Plan at the following website: (<http://www.dtic.mil/whs/directives/corres/pdf/pr080328ssn.pdf>). Follow DTM guidance until the DoD Instruction is published (same subject), and AFI 33-332, *AF Privacy Act Program*, can be updated.

1.18.3.1. All course prerequisites will be completed NLT 30 days prior to CSD to allow for remedial training or substitution. Units will internally identify an alternate candidate for each allocated quota. If the primary candidate becomes unavailable 30 – 45 days prior to CSD, notify 733 TRS with the alternate's information.

1.18.3.2. Foreign exchange officers cannot be locally substituted; they must also be identified when submitted to load against an allocation. Send the replacement's full data to AMC/A3TF.

1.18.4. Submit requests for local upgrades (include use of academic only quotas) to MAJCOM/A3T.

1.18.4.1. Forward the following information to the appropriate quota manager: rank, name, upgrade, course, projected start, projected completion, and a point of contact. Inform via e-mail when training is complete. If the training being conducted would normally incur an active duty service commitment (ADSC), insure required counseling and AF Form 63 is completed prior to start of training. Contact your local MPF Formal

Training office for additional guidance. MILPDS training RIPs will automatically generate ADSC requirements.

1.18.5. When a training allocation cannot be filled, the OSS training office will notify 733 TRS so the quota may be reallocated. If circumstances prevent an identified candidate from attending the training (e.g., DNIF, unable to complete prerequisite training, etc), inform 733 TRS immediately. Return all unused quotas to 733 TRS NLT 45 days prior to CSD.

1.18.6. All cancellations within 7 days of CSD and no-shows must be explained. Forward an initial report of circumstances to 733 TRS quota management office within 24 hours of CSD. This initial notification will be followed by a memorandum of explanation from the OG/CC to AFRC/A3T within one week. E-mail is the preferred method. Send to: AFRC.DOT@us.af.mil and courtesy copy 733TRS.quotamanagement@us.af.mil.

1.18.7. Global Reach Aircraft Commanders Course (GRACC). Active duty units will be given priority over AFRC and ANG units due to mandatory upgrade requirements for AMC crews established in AFI 11-2C-5v1. Do not submit more than two candidates per wing per class without the GRACC scheduler's approval. Submit names NET 45 days and NLT 30 days prior to CSD. AMC/A3TF will release the class roster 30 days prior to CSD for units to confirm the names and make any necessary corrections. Unfilled quotas will be available 14 days prior to CSD, and units will be notified via email. AMC/A3TF will no longer accept any additions 72 hours/3 days prior to CSD. Units can still cancel 24 hours prior to CSD to avoid a no-show being charged to the unit. Questions regarding GRACC Scheduling can be referred to AMC/A3TF, DSN 779-7881.

1.18.8. 733 TRS will maintain a standby list for each course offered. Send requests for additional quotas to 733 TRS for placement on the standby list. If unit capability is in jeopardy, AFRC/A3T will coordinate with Air Staff and AFRC to add or reallocate additional quotas. MAJCOM/A3T quota managers will coordinate with the OSS training offices exclusively. Squadrons or individuals will be referred to their OSS training office. This policy is to ensure that all offices responsible for quota management are in-synch with each other and prevents lost seats. Please submit the name/phone number/e-mail for the primary and alternate point of contact for quota management in the OSS.

1.18.9. AMC units are prohibited from coordinating quota exchanges with other commands. OSS/OST training offices will forward all requests to the AFRC quota manager for coordination with other commands. Please allow for extended coordination time when considering this option.

1.18.10. Senior Officer Training coordination. All Senior Officer training is directed by AF/DPO, AF/DPG offices in coordination with MAJCOM Senior Leaders Management office, AMC/A3TF, and AFRC/A3T. Questions regarding the Senior Officer training course, availability and prerequisites can be forwarded to AFRC/A3T at DSN 497-1126. No formal actions to schedule training will be taken until directed by AF/DPO or AF/DPG in conjunction with MAJCOM Senior Leaders Management offices.

Chapter 2

INITIAL QUALIFICATION TRAINING

2.1. General Requirements. AFI 11-202v1, defines initial qualification training. This chapter specifies minimum training requirements for initial qualification, requalification, conversion/difference qualification, and senior officer courses. The primary method of aircrew qualification is to complete the appropriate formal training course described in the ETCA. When quotas are not available, units will request waivers to conduct in-unit qualification training using appropriate formal school courseware.

2.2. Initial Qualification Training Prerequisites. Complete initial qualification prerequisites in accordance with AFI 11-202v1, the ETCA web site, this publication, and the course syllabus.

2.3. Ground Training Requirements. Complete syllabus and ancillary ground training requirements for initial qualification in accordance with AFI 11-202v1.

2.3.1. Initial Qualification Ground Training Events. Students entered into formal undergraduate and graduate training programs leading to aircrew qualification should accomplish the events listed in **Table 2.1**. These events will be accomplished during Undergraduate Pilot Training (UPT), Basic Training, Aircrew Fundamentals Course (AFC), Basic Loadmaster School (BLM), Basic Flight Engineer Course (BFE), survival training, and C-5 initial qualification courses. The FTU will provide the gaining unit with documentation indicating completion of items in **Table 2.1**. The FTU will document events not accomplished during formal school training in the individuals training record prior to graduation from the C-5 initial qualification course. Gaining units will ensure all initial qualification events are completed prior to completing mission certification. If in-unit initial or re-qualification training is accomplished in lieu of formal school attendance, the unit is responsible for ensuring all requirements are completed.

2.3.1.1. Ground and flying training events accomplished during formal training will use the course completion date (successful evaluation date) to establish the due dates for all subsequent currency and requirements. Completion of Initial SERE Schools according to AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Operations*, and initial Aircrew Flight Equipment training (during formal school) will establish the follow-on due dates of training (based on the date first completing the course) for recurring training requirements.

Table 2.1. Initial Qualification Ground Training Requirements.

Code	Training Event	Crew Position	Notes
E030	Passport (Application)	All	2
E035	Secondary Passport (Application)	All	2
E112	Information Protection	All	
E113	Human Relations	All	

E114	Force Protection	All	
	Flight Physical	All	1, 3
	Physiological Training	All	1, 3
G002	Aircraft Marshalling Training	All	
G010	Chemical, Biological, Radiological, Nuclear, or High-Yield Explosive (CBRNE) Defense Training	All	2
G060	Tactics Training	All	2
G070	Aircrew Intelligence Training	All	2
G090	Anti-Hijacking	All	
G100	Laws of Armed Conflict	All	
G120	ISOPREP Review	All	2
G130	Instrument Refresher Course	AC, P	
G182	Hazardous Cargo Training	AC, LM	
G231	CRM Initial Training	All	
G280	Aircrew Small Arms Training	All	
G281	Self Aid Buddy Care	All	
LL03	Emergency Egress Training- Non Ejection Seat	All	1
LL04	Aircrew Chemical Defense Training (ACDT)	All	2
LL05	Egress Training with ACDE	All	2
LL06	Aircrew Flight Equipment Training	All	
SS20	Combat SERE Training (S-V80-A)	All	
SS32	Water Survival Training Non-Parachuting (S-V90-A)	All	
VT01	Initial VTRAT Training	All	2

NOTES:

1. Mandatory grounding item; individual will not fly until required training is accomplished.
2. Not required for basic aircraft qualification crewmembers or Senior Officers.
3. Flight Physical and Physiological Training are tracked on the top of each crewmember's Individual Training Summary (ITS). Therefore, there is no need to assign and track these training events in the training module of ARMS.

2.4. Flying Training Requirements. Complete flying training requirements for initial qualification in accordance with the FTU syllabus, AFI 11-202v1 and this instruction.

2.5. Conversion/Difference Qualification Training Requirements. When possible, qualified personnel in other units will provide the initial cadre. In some instances it will be necessary for units to form an initial cadre of aircrew personnel for whom certain training qualification

requirements may be waived. The following conditions will apply to management of initial cadre aircrew qualification:

2.5.1. MAJCOM, in-coordination with lead and training commands, will develop a training plan for unit conversions. The plan should include provisions to form a nucleus of crewmembers to include instructors and flight examiners (initial cadre). Converting units may request initial cadre waiver of PAI time requirement. Send waiver requests through MAJCOM training staff in the format in paragraph 1.5. In the request, include the most recent aircraft flown and total time in that aircraft in the remarks section of the waiver.

2.5.2. Initial cadre will not be designated in a crew position higher than currently held, e.g., C-5 mission pilot (MP) to C-17 evaluator pilot (EP), unless previously qualified in the conversion aircraft.

2.5.3. After final approval, publish a unit letter to identify initial cadre of instructors and flight examiners by crew qualification.

2.6. Multiple Qualifications. Aircrew members will attend a formal initial qualification course for dual qualification in different MDS aircraft. Crewmembers maintaining dual qualifications in different model aircraft will, as a minimum, maintain FTL “A” currency requirements in each aircraft (N/A for senior officers). The approval authority for dual-qualification is the AMC/A3 or MAJCOM equivalent.

2.7. Senior Officer Qualification Requirements. AFI 11-202v1 identifies senior officer qualification requirements. The Senior Officer Course (SOC) is available on ETCA. See paragraph 1.5.6 for SOC waiver authority.

2.7.1. Senior officer qualification is reserved for rated officer positions requiring operational flying. This includes O-6 selects and above, and in some cases, O-5s permanently filling an O-6 position. Unless specifically requested, justified and validated (by MAJCOM/A3), senior officers will attend the SOC. The SOC does not lead to unsupervised qualification; these senior officers will fly with an instructor and maintain FTL E continuation training requirements. Senior officers who maintain FTL E should maintain Basic Aircraft Qualification (BAQ) requirements (see paragraph 4.3.1.5). Exception: Senior officers with a requirement to fly unsupervised (limited to wing/group commanders and their deputies) must complete the appropriate Aircraft Commander Initial Qualification (ACIQ) or Pilot Requalification (PREQ) course.

2.7.2. Mission ready senior officers flying unsupervised will be current and qualified and should maintain FTL A continuation training requirements.

2.7.3. Senior officer training, qualification, and certification should occur within the first 180 days after assuming the assignment.

2.8. Flight Surgeons. Flight Surgeons are authorized to fly locally as defined by OG/CC and log time in their primary MDS while in training for initial (mission) qualification. See paragraph 3.5 for training requirements.

2.9. Requalification Training. AFI 11-202v1 specifies requalification training limits and requirements (see Attachment 3). See Chapter 6 for formal Aircrew Training System courses. Requalification training is an in-unit course, but may be conducted at the FTU. Unless specified otherwise in AFI 11-202v1, a crewmember is unqualified upon expiration of the qualification

evaluation, loss of currency exceeding 6 months (for currency items specified in [Chapter 4](#)), or completion of a qualification evaluation in a different MDS (**Exception:** When authorized multiple qualifications). See paragraph [6.7.9](#) for a description of and prerequisites for the pilot requalification course.

2.9.1. The AFI 11-202v1 requalification training limits and requirements also apply to loss of mission qualification or certification as specified in paragraph [4.9](#)

2.9.2. The Sq/CC will determine if training is required to regain certification. The Sq/CC should consider items to include the amount of time since expiration of aircraft qualification, crewmember's experience level, and any changes to the event when determining what, if any, training is required. If training is required, options could range from only ground training to the full syllabus for the certification.

2.9.3. Flight engineers and loadmasters unqualified in the C-5 over 8 years will complete C-5 initial qualification courses at the appropriate C-5 FTU. All other unqualified flight engineers and loadmasters will complete Sq/CC-directed requalification training and a flight evaluation.

Chapter 3

MISSION QUALIFICATION AND CERTIFICATION TRAINING

3.1. Description. This chapter establishes minimum criteria and training requirements for mission qualification and certification training. All crewmembers will complete initial qualification followed by mission certification training (MCT). Except where specifically stated, units conducting MCT may arrange mission sequence or sequence training events as necessary to use flying training hours to effectively accomplish the unit mission. Crewmembers will be MR before entry in special mission qualification, certification, or upgrade training. Crewmembers in MCT may participate in exercises (see paragraph 1.6.2).

3.2. Time Periods for Mission Certification Training. See Table 1.2 During this period crewmembers will complete remaining requirements from Table 2.1, the ground training requirements in Table 3.1 and flying training requirements described in paragraph 3.4 Upon successful completion, and approval by the Sq/CC, Mission Ready (MR) status may be awarded.

3.2.1. Upon completion of all MCT requirements, ACIQ and PREQ graduates will be counted as MR pilots for SORTS and TRP purposes and may fly as an FPL on any crew, including operational missions. ACIQ and PREQ graduates are not MPs and may not fly as pilot-in-command until formally certified by the Sq/CC.

3.2.2. ARMS Tracking. Upon graduation from formal training, Pilot Initial Qualification (PIQ) and ACIQ graduates will be coded “FP” with a suffix for ARMS tracking. Units will count these graduates as pilots. Once pilots certify as aircraft commanders, units will code them as “MP” and log the certification date in ARMS. See Table 5.2 for pilot designation codes. Active duty loadmaster initial qualification graduates will be coded “FL” for ARMS tracking and SORTS reporting purposes until mission ready (This does not affect the “ML” qualification listed on the AF Form 8).

3.3. Ground Training Requirements. All crewmembers will accomplish events in Tables 2.1 and 3.1, before mission ready certification. Training may be accomplished concurrently with other training.

3.3.1. Local training and CONUS missions may be flown before completing all events, provided flight physical, physiological training, G002, LL01, LL03, and SS01 are accomplished.

3.3.2. If required, complete proficiency (P) events not accomplished at FTU before declaring MR.

3.3.3. Certified or qualified MR crewmembers transferring between units will require only Aircraft Ground Marshaling Training and Examination (G002), ISOPREP Review (G120), Local Area Survival (SS01), and unit-specific MR training events (and events in which they may have lost currency during the change-of-station).

3.3.4. Ground training events accomplished during MCT establish the crewmember's due dates for subsequent continuation training. Completion of initial combat survival training - S-V80-A, initial water survival training - S-V90-A, and initial Aircrew Flight Equipment training (during FTU) will establish the due dates (based on date first completing the course) for recurring SS02, SS03, SS05, SS06, G100 and E114 requirements.

3.3.5. Upon completion of all requirements of **Table 3.1** and applicable flying requirements of paragraph **3.4**, an AC Initial Qualification (ACIQ) graduate will be counted as a MR pilot (FPQ) for SORTS and TRP purposes.

Table 3.1. Mission Qualification Ground Training Requirements.

Code	Event	Crew Position	Notes
G080	Communications Procedures	AC, P	1,2
LL01	Aircrew Flight Equipment Familiarization (AFEFT)	All	2,3
SS01	Local Area Survival	All	2,3
	Flight Physical	All	3
	Physiological Training	All	3
LL03	Egress Training	All	3
G002	Aircraft Ground Marshaling and Examination	All	2

NOTES:

1. Not required for basic aircraft qualification or basic mission capable crewmembers.
2. Re-accomplish upon arrival after each permanent change of station.
3. Will be accomplished before the first flight.

3.4. Flying Training Requirements:

3.4.1. BAQ crewmembers pursuing MR status will be assigned a Flight Training Level and accomplish continuation training requirements IAW Chapter 4. Continuation training requirements will be prorated based on the training time start date as defined in paragraph 1.7.1. Crewmembers will credit events accomplished during MCT IAW paragraph 4.4.1. Crewmembers pursuing MR status who fail to accomplish minimum aircrew requirements (currency and semi-annual) must fly in a supervised status when that event is required for a particular flight.

3.4.1.1. Crewmembers in MCT who fail to accomplish all semi-annual training requirements must complete training IAW paragraph 4.9.3 prior to awarding MR status. On a case-by-case basis, the Sq/CC may review the crewmember's training accomplished and waive incomplete requirements as required. (Document the waiver in the crewmember's training folder.) Crewmembers non-current for an event may be certified MR on a case-by-case basis, but the crewmember will remain NMR for that event and will be supervised on any flight requiring that event IAW paragraph 4.9.1.1.

3.4.2. After arrival at duty station, all crewmembers will receive a local area briefing and a local orientation/mission ready (MR) flight. For pilots, the MR flight may be substituted by a simulator sortie focused on events specific to the unit's mission. If a simulator is used for the MR sortie, the local orientation briefing ~~flight~~ remains a separate requirement (not applicable for in-unit, re-qualification or upgrade training). The lack of a local briefing and local flight does not preclude the crewmember from flying as MR.

3.4.3. Familiarization Flight. Prior to mission certification, pilots will receive a duty familiarization flight. At the discretion of the Sq/CC, pilots qualified in one AMC aircraft

who subsequently qualify in the C-5 or previously qualified AMC ACs (performing essentially the same mission) may be certified without a familiarization flight. C-5 pilots will observe this mission from the jumpseat. Familiarization pilots may occupy the right seat during the cruise portion of mission provided a qualified pilot or higher occupies the jump seat or the left seat. At the aircraft commander's discretion, the familiarization pilot may occupy the right seat for takeoffs and landings after observing two overseas sorties. A familiarization flight for pilots will include:

- 3.4.3.1. Participation in a unit mission (actual or training). The mission should be conducted overseas and transit one of the unit's representative routes.
- 3.4.3.2. Flight planning to include consideration of terrain and obstacles.
- 3.4.3.3. Forms completion and review.
- 3.4.3.4. Demonstration of communications and IFF/SIF equipment and procedures.
- 3.4.3.5. En route programming and operation of the FMS.

3.5. Flight Surgeon Mission Qualification Requirements. Before deploying or acting as aircrew in any aircraft other than their primary, flight surgeons must fly at least two sorties in their primary aircraft, complete all required ground training events listed in [Table 4.3](#) (for the primary aircraft), and accomplish flight surgeon testing on the AFDL website.

Chapter 4

CONTINUATION TRAINING

4.1. Description. This chapter establishes the minimum flying and related ground training requirements to maintain currency. The unit commander will ensure crewmembers receive sufficient continuation training to maintain individual proficiency.

4.2. Aircrew Status. C-5 crewmembers are assigned MR, NMR, BMC, or BAQ status.

4.2.1. Mission Ready (MR). For (SORTS) reporting, operational tasking, and deployments, an MR aircrew member is defined as one who is current, available (as defined in AFI 10-201, paragraph 3.2), qualified, and certified in the squadron's mission (completed mission qualification training for applicable crew position).

4.2.2. Non-Mission Ready (NMR). A crewmember who is unqualified, noncurrent or incomplete in required continuation training, or not certified to perform the unit mission. See paragraph 4.9 for specific guidance on crewmembers who are non-current or incomplete in required continuation training.

4.2.2.1. ACIQ graduates, upon completion of all ground and flying training requirements in **Chapter 3**, will be designated and serve as pilots until completion of operational mission certification. These individuals will accomplish aircraft commander continuation training requirements.

4.2.3. Basic Mission Capable (BMC). An NMR crewmember assigned to MAJCOM headquarters, NAF, EMTF, 618 TACC, USAF EC, a Contingency Response Group (CRG), Air Mobility Operations Group (AMOG), the FTU, or a direct reporting unit who has satisfactorily completed mission qualification training and does not maintain MR status, but maintains familiarization in the command or unit operational mission.

4.2.3.1. The crewmember may maintain qualification in some aspects of the unit mission and is able to attain full qualification in the unit mission within 45 days.

4.2.3.2. Formal Schoolhouse (FTU) BMC crewmembers are certified to conduct all aspects of the training mission. FTU instructors must be certified in the training/unit mission before performing instructor duties. FTU crewmembers may fly CONUS (includes Alaska and Hawaii) and Caribbean missions, but will comply with MR requirements to fly all other missions.

4.2.3.3. BMC crewmembers may log instructor or evaluator time for the portion of the mission for which they are current and qualified.

4.2.4. Basic Aircraft Qualification (BAQ). An aircrew member who has satisfactorily completed initial qualification training and is qualified to perform aircrew duties in the unit aircraft.

4.2.5. MR, BMC, and BAQ crewmembers must accomplish and/or maintain the requirements in AFI 11-202v1 (for their respective status) and the appropriate events in the ground and flying training continuation tables.

4.3. Flying Training Levels (FTL).

4.3.1. The Sq/CC determines the FTL before the start of each semi-annual period. The Sq/CC will assign new unit crewmembers a FTL during their in-processing and base that FTL on experience and aircraft proficiency

4.3.1.1. FTL A--Highly experienced crewmembers (As a guide, crewmembers having 10 or more years of operational flying experience). This may include MR or NMR AMC headquarters and 618 TACC personnel, NAF personnel, USAF EC instructors, wing, OG, and squadron commanders, operations officers, personnel assigned to OG evaluation positions, and any instructors assigned primarily to staff duties. Sq/CC may assign highly experienced MR line crewmembers to this level. **Note:** NMR crewmembers assigned to MAJCOM headquarters, NAF, EMTF, TACC, USAFEC, CRGs, or a direct reporting unit are categorized as BMC and assigned to FTL A. If these individuals accomplish annual CRM training requirements, they may fly unsupervised on CONUS training missions provided they are current and qualified. They require instructor supervision on all other missions. Since these crewmembers do not maintain MR status, they cannot log MP, MF, or ML time. If refresher simulator training requirements are not met, the individual must fly with an instructor of like specialty unless waived (see paragraph 4.9).

4.3.1.2. FTL B--Experienced, mission ready crewmembers (As a guide, crewmembers having between 5 and 10 years of operational flying experience).

4.3.1.3. FTL C--Crewmember (As a guide, crewmembers having less than 5 years of operational flying experience). Initially assign inexperienced MR crewmembers and individuals pursuing MR status after initial qualification training to FTL C. This training level may also be assigned to flight test and other staff crew members.

4.3.1.4. FTL D—Not Used.

4.3.1.5. FTL E--Basic Aircraft Qualification, non-instructor staff. May include senior officers, MAJCOM, NAF, and 618 TACC individuals that are not maintaining MR or instructor status. FTL E requirements are insufficient for MR status. Crewmembers assigned to FTL E will fly with an instructor of like specialty at all times.

4.3.2. Change of FTL. Once the semi-annual period begins, do not move a crewmember to a level requiring fewer events. (**Exception:** Units associating FTLs with crew positions may change FTLs after upgrade i.e. instructor upgrade). Place BAQ crewmembers into a different FTL any time after attaining MR status. Prorate events upon changing training levels.

4.4. Training Events/Tables. Standardized ARMS training event identifiers and descriptions are located in [Chapter 7](#). Unit defined events will be designated “X” events (e.g., X020). Units will include a description in their local training procedures.

4.4.1. Crediting Event Accomplishment. Crewmembers may credit events accomplished during training, operational missions, and satisfactory evaluations toward currency requirements and establish a subsequent due date. They must be qualified in the events and either current or under the supervision of an instructor. Use date of evaluation as the date of accomplishment for all flying training currency events that were trained during the formal course. Continuation training events accomplished during upgrade training prior to the evaluation are credited towards the requirements for the current crew position. Do not log training events for the upgrading crew position prior to the evaluation.

4.4.2. For an unsatisfactory flight evaluation, do not log continuation training requirements for those events graded Q-3 until requalified.

4.4.3. Make-up training (ground or flying) is creditable towards the new training period.

4.4.4. Instructor training requirements and responsibilities. Instructors and flight examiners may credit 50 percent of their total requirements while instructing or evaluating. **Exception:** Instructor and flight examiner pilots may not credit any takeoffs, landings, or air refueling flown by another pilot.

4.4.5. Documenting Aircrew Training.

4.4.5.1. All training events will be recorded in ARMS.

4.4.5.2. Training events conducted during block training or phase training may be consolidated under one ARMS entry.

4.4.5.3. Combined training events may be submitted via a single ARMS entry.

4.4.5.4. Input all one-time events and events required for permanent change-of-station (PCS) in the ARMS database. Units may continue to display one-time events on the crewmember's currency report.

4.5. Continuation Training Events.

4.5.1. Completion and tracking of continuation training is the responsibility of the individual crewmember. Crewmembers shall actively work with unit schedulers and training offices to ensure their continuation training is accomplished as described in this chapter.

4.5.2. Ground Training Events. Crewmembers will comply with requirements of **Tables 4.1** and **4.2** as applicable.

4.5.2.1. Failure to accomplish events in **Tables 4.1** leads to non-mission ready status. See paragraph **4.9** for exceptions and regaining mission ready status.

4.5.2.2. Failure to complete mobility training requirements in **Table 4.2** does not lead to non-mission ready status, but may restrict member from certain missions requiring the associated training. Staff crewmembers (i.e. MAJCOM, NAF, 618 TACC, USAF EC, etc.) may accomplish ground training events at locations other than their unit of attachment. The crewmember is responsible for reporting accomplished training events to their unit of attachment (ARMS office).

4.5.2.3. Attached crewmembers, i.e., NAF, MAJCOM, USAF EC, etc., may accomplish ground training events at locations other than their units of attachment. Individuals are responsible for reporting accomplished training to their unit of attachment (ARMS office).

4.5.2.4. Crewmembers performing extended alert duty (more than 72 hours) may accomplish ground training that does not degrade required response time or mission accomplishment. Specify requirements and or restrictions in the MAJCOM supplement or local training procedures.

4.5.2.5. Flight Surgeons comply with requirements of **Table 4.3**.

4.5.2.6. Ground training requirements are not required for those aircrew members who will not remain in the command or will be assigned non-flying positions within 4 months after their due date.

Table 4.1. Aircrew Ground Continuation Tng Reqs (Failure to Accomplish = NMR).

Code	Event	Position	Freq	Reference Directive	Notes
	Flight Physical	All	455d	AFIs 44-170 and 48-123	1, 4
	Physiological Training	All	60M	AFI 11-403	1, 4
G060	Tactics	All	SA		2, 5, 7
G070	Aircrew Intelligence	All	A	AFI 14-105 w/supp AFI 14-202v1 AFI 14-MDSv1	2, 4, 5, 7
G080	Communications Procedures	P	365d	AFI 33-201v2	2, 8
G090	Anti-hijacking	All	T	AFI 13-207	2, 4
G130	Instrument Refresher	P	4Q	AFMAN 11-210	3, 4
G182	Hazardous Cargo Training	AC, L	T	AFMAN 24-204(IP)	2
G220	Aircraft Systems Refresher	FE, L	A		2, 8
G230	CRM Refresher	All	A	AFI 11-290	4
LL03	Egress Training, Non-Ejection	All	T	AFI 11-301	4
LL06	Aircrew Flight Equipment (AFE)	All	T	AFI 11-301	
SS05	Water Survival Training (WST)	All	36M	AFI 16-1301	2, 4
SS06	Emergency Parachute Training	All	36M	AFI 16-1301	6

*A-Annual, M-Monthly, SA-Semi-Annual, T-Triennial,
See "Frequency" in Attachment 1*

NOTES:

1. Mandatory grounding event after expiration date. Crewmembers will not fly until the event is accomplished. Flight physicals become due 366 days after the previous physical, and expire after the 455th day or as indicated on the AF Form 1042, whichever occurs first. The required frequency may vary to address waivers and/or individual physical limitations (as determined by the Flight Surgeon), but in no case will exceed 455 days.
2. Not required for BMC crewmembers
3. This event does not satisfy the instrument open book examination requirement within the check cycle.
4. AFI 11-2C-5, Volume 1 is not the governing directive for completion of this event. IAW AFI 11-202v1, Paragraph 6, refer to AF/A3OT reference publications for current ancillary training frequencies.
5. Local sorties may be accomplished while non-current for this event.
6. Functional test flight crews only.
7. Units should conduct Tactics Training semiannually with emphasis on current tactics changes and techniques. OG/CCs may specify an alternate frequency for Tactics Training, but not less than annual,

provided unit aircrew members receive all G060 blocks of training annually.

8. Not applicable to NAF, FTU, unit OGV, and MAJCOM staff.

Table 4.2. Aircrew-Specific Mobility Training Requirements.

(Failure to Accomplish = Restrictions May Apply; events may restrict crewmembers' ability to participate in missions requiring the event).				
Code	Event	Frequency	Reference Directive	Notes
C040	Mobility Folder Review	AR	AFMAN 10-401 AFI 36-507	
E030	Passport	AR	Foreign Clearance Guide	
E035	Secondary Passport	AR	Foreign Clearance Guide	
G010	CBRNE Defense Training	24M	AFI 10-2501	
G120	ISOPREP Review	AR	AFI 14-202v1	
G280	Small Arms Training	24M	AFI 36-2226 AFI 31-207	1
LL04	Aircrew Chemical Defense Trng (AERPS)	B	AFI 11-301V1	
SS02	Combat SERE Training (CST)	36M	AFI 16-1301	
SS03	Conduct After Capture (CAC)	36M	OPORD/COCOM Guidance	
SS07	Contingency SERE Indoctrination	AR	AFI 16-1301	
VT03	VTRAT Refresher	A	Chapter 4	
A-Annual, B-Biennial, M-Monthly, T-Triennial, AR – As Required See "Frequency" in Attachment 1				
NOTES: 1. See event description in Chapter 7 for additional information on currency cycle requirements. AFRC and ANG crewmembers will comply with the applicable supplements to AFI 36-2226, <i>Combat Arms Program</i> , requirements.				

Table 4.3. Flight Surgeon Continuation Training and Mobility Requirements.

(Failure to Accomplish = Restrictions May Apply; events may restrict crewmembers' ability to participate in missions requiring the event).				
Code	Event	Freq	Reference Directive	Notes
	Flight Physical	455D	AFIs 44-170 and 48-123	1,5,6
	Physiological	60M	AFI 11-403	1,6

	Training			
C040	Mobility Folder Review	AR	<i>AFMAN 10-401, AFI 36-507</i>	2,4,6
E030	Passport (Primary)	60M	<i>Foreign Clearance Guide</i>	2,6
E035	Secondary Passport	AR	<i>Foreign Clearance Guide</i>	2,6
FF00	Flight Surgeon Sortie	60d	<i>AFI 11-202v1</i>	
FF11	Day Sortie	6 per SA	<i>AFI 11-202v1</i>	8,9
FF12	Night Sortie	SA	<i>AFI 11-202v1</i>	8,9,10
G090	Anti-Hijack Training	OT		3,6
G120	ISOPREP Review	180D	<i>JP 3-50</i>	2, 6
G230	CRM, refresher	AR		3,4,6
LL01	Aircrew Flight Equipment Familiarization	OT	<i>AFI 11-301v1</i>	4
LL03	Emergency Egress Training, Non-Ejection Seat	B	<i>AFI 11-301v1</i>	1,6
LL04	Aircrew Chemical Defense Training (ACDT)	OT	<i>AFI 11-301v1</i>	2,3,4,6
LL05	Egress Training with ACDE	OT	<i>AFI 11-301v1</i>	2,4,6
Q001	AFDL FS Test	17M	<i>AFI 11-MDSv2</i>	
SS01	Local Area Survival	AR	<i>AFI 16-1301</i>	2,4,6
SS02	Combat SERE Training (CST)	36M	<i>AFI 16-1301</i>	2,3,6,7
SS03	Conduct After Capture (CAC)	36M	<i>AFI 16-1301</i>	2,3,6,7

SS05	Water Survival Training (WST)	36M	<i>AFI 16-1301</i>	3,6
SS07	Contingency SERE Indoctrination (CSI)	AR	<i>AFI 16-1301, COCOM Directive</i>	2,6

*A-Annual, AR-As Required, B-Biennial, D-Days, M-Months, OT-One Time; See **Terms** for frequency definitions*

NOTES:

1. Mandatory grounding item.
2. Flight Surgeons without an aviation unit mobility requirement (e.g. non-operational staff or leadership role in Aerospace Medicine, and Flight Surgeons undergoing training in the USAF Residency in Aerospace Medicine) do not need to accomplish this training.
3. The OG/CC or equivalent is the waiver authority for this event. See paragraph 4.9.4.3.
4. Accomplish upon arrival after each permanent change of station or change in MDS. Exception: CRM is OT per MDS.
5. Flight physicals become due 366 days after the previous physical, and expire after the 455th day or as indicated on the AF AF FORM 1042, whichever occurs first. The required frequency may vary to address waivers and/or individual physical limitations (as determined by the Flight Surgeon), but in no case will exceed 455 days.
6. AFI 11-2C-5, Volume 1 is not the governing directive for completion of this event. IAW AFI 11-202 Volume 1, Paragraph 6, refer to USAF/A3O-AT reference publications for current ancillary training frequencies. See event description in Chapter 7 for additional information.
7. S-V80-A establishes initial training completion date for SS02, SS03 and SS20.
8. Flight surgeons must fly at least 50 percent of their annual minimum requirements in primary unit aircraft unless deployed away from their primary unit for more than 90 days.
9. Flight surgeons may log more than one sortie per day; however, no more than one sortie per single calendar day will be credited towards semi-annual and annual sortie requirements.
10. A night sortie is one on which either takeoff or landing and at least 50 percent of flight duration or one hour, whichever is less, occurs during night time, as defined in AFI 11-401.

4.5.3. Flying Continuation Training Requirements. **Table 4.4** lists mobility-wide standardized semiannual flying continuation training event requirements for pilots, and **Table 4.5** lists flying continuation training event requirements for flight engineers and loadmasters. See **Chapter 7** for event descriptions. Events that may be credited in the WST/ARPTT are listed under the Aircrew Training Device (ATD) column.

4.5.3.1. ATD Credit for Training Requirements. Flight events creditable in the ATD are listed in **Tables 4.4** and **4.5**. For ARMS tracking, simulator events will be logged with an

“S” prefixed task ID in ARMS. All simulator accomplishments must be documented and tracked in ARMS.

4.5.3.2. Formal Course ATD Credit. Aircrew members who graduate from the following courses can credit ATD refresher training for the semiannual period in which they graduate:

4.5.3.2.1. Pilot Initial Qualification (PIQ).

4.5.3.2.2. Aircraft Commander Initial Qualification (ACIQ).

4.5.3.2.3. Pilot Requalification (PREQ).

4.5.3.2.4. Flight Engineer Initial Qualification (FEIQ).

4.5.3.3. Formal Course and Differences Course ATD Credit. Aircrew members who graduate from the following courses can credit ATD refresher training for the quarter in which they graduate or complete the course:

4.5.3.3.1. Instructor Pilot Qualification (IP).

4.5.3.3.2. First Flight Engineer Qualification (FFEQ).

4.5.3.3.3. Pilot AMP Differences (PAD).

4.5.3.3.4. Flight Engineer AMP Differences (FEAD).

4.5.3.3.5. Pilot C-5M Differences (PMD).

4.5.3.3.6. Flight Engineer C-5M Differences (FEMD).

4.5.3.4. Senior officers and staff crewmembers maintaining basic aircraft qualification will, as a minimum, maintain FTL E requirements. This requirement also applies to additional aircraft in which an individual is qualified.

4.5.3.5. Overseas Sortie. OG/CC may substitute CONUS operational sorties for overseas when airlift requirements or crewmember availability is insufficient for overseas sortie accomplishment. This authority will not be delegated to lower levels. Consecutive CONUS sortie substitution is not permitted (not applicable to FTU and Det 6 AMCAOS personnel).

4.5.3.6. Pilots who completed the Aircraft Commander Air Refueling course, but have not been certified as aircraft commanders, can maintain AR currency on operational or local missions under the supervision of an ARIP.

4.5.3.7. Mission profile simulators (G250 and G261-G264) will be flown in the same manner as the aircraft to include the wear and use of professional gear (headsets, helmets, etc.).

4.5.3.7.1. Simulator sorties will be scheduled as ground events in GDSS (if able), and sortie cancellation authority will reside with the OG/CC (or designated representative).

4.5.3.7.2. Pre-requisites for simulator training must be completed prior to the period start time or the training will be cancelled.

Table 4.4. Pilot Semi-Annual Continuation Flying Requirements.

	Event	Aircraft Commander (FPL+)					Pilot (FPQ)				Creditable In WST/ARPTT			Notes
		A	B	C	E	Cur	A	B	C	Cur	Pct.	Maintain	Regain	
G261-264	Refresher Simulator					<i>Q</i>				<i>Q</i>	100%	Yes	Yes	9, 11, 12
G250	Simulator Proficiency Sortie	1	1	2			2	2	2		100%	Yes	Yes	9, 11, 13
M010	Proficiency Sortie								2			No	Yes	1
M030	Overseas Sortie	2	2	4			2	2	4			No	No	2, 3
P005	Taxi Exercise								2			No	No	
P020	Takeoff	8	10	12	6	<i>M</i>	8	10	12	<i>M</i>	100%	Yes	Yes	4
P028	Right Seat Takeoff									<i>Q</i>	100%	Yes	Yes	
P029	Left Seat Takeoff						2	3	3	<i>Q</i>	100%	Yes	Yes	
P070	Instrument Approach	6	8	12	6	<i>M</i>	8	10	12	<i>M</i>	100%	Yes	Yes	4
P100	Precision Approach	3	4	6	2		3	4	6		100%	Yes	Yes	
P110	Nonprecision Approach	3	4	6	1		3	4	6		100%	Yes	Yes	
P118	RNAV Approach	1	1	1			1	1	1		100%	Yes	Yes	
P120	Category II ILS	1	1	1			1	1	1		100%	Yes	Yes	
P130	Circling	1	2	2			1	2	2		100%	Yes	Yes	
P140	Visual Traffic Pattern	1	1	2			2	2	2		100%	Yes	Yes	
P160	Missed Approach	1	1	2			2	2	3		100%	Yes	Yes	
P170	3-Eng Missed Approach/Go Around	2	2	3		<i>Q</i>	2	2	3	<i>Q</i>	100%	Yes	Yes	8
P180	3-Eng Approach & Landing	2	2	2		<i>Q</i>	2	2	2	<i>Q</i>	100%	Yes	Yes	8
P190	Landing	8	10	12	6	<i>M</i>	8	10	12	<i>M</i>	100%	Yes	Yes	4
P192	Night Landing	2	2	2		<i>Q</i>	2	2	2	<i>Q</i>	100%	Yes	Yes	
P198	Right Seat Landing						3	3	3	<i>Q</i>	100%	Yes	Yes	
P199	Left Seat Landing						2	3	3	<i>Q</i>	100%	Yes	Yes	
P260	HAVE QUICK Radio Procedures	1	1	2			2	2	2			No	No	6
P270	SECURE RADIO Operation	1	1	2			2	2	2			No	No	6
P280	ACDTQT	T	B	A			T	B	A		100%	Yes	Yes	6
RS00	Tactical Arrival	2	2	4		<i>Q</i>	2	3	4	<i>Q</i>	100%	Yes	Yes	5
RS06	High Altitude Tactical Arrival	1	1	2		<i>Q</i>	1	1	2	<i>Q</i>	100%	Yes	Yes	5
RS16	Low Altitude Tactical Arrival	1	1	2		<i>Q</i>	1	2	2	<i>Q</i>	100%	Yes	Yes	5
RS20	Tactical Departure	2	2	3		<i>Q</i>	2	2	2	<i>Q</i>	100%	Yes	Yes	5
RS26	High Altitude Tactical Departure	1	1	1		<i>Q</i>	1	1	1	<i>Q</i>	100%	Yes	Yes	5
RS36	Low Altitude	1	1	2		<i>Q</i>	1	2	2	<i>Q</i>	100%	Yes	Yes	5

	Tactical Departure													
R010	Receiver AAR: (FTL A / B)	4	4			60 Days					100%	Yes	Yes	
R010	Receiver AAR: (FTL C)			6		M					100%	Yes	Yes	10
R013	Receiver AAR, Aircraft	2	2	3		Q						No	No	7
R020	Receiver AAR (Night)	1	2	2							100%	Yes	Yes	
R030	Receiver AAR, Heavy-weight	1	1	1							100%	Yes	Yes	14
R040	Receiver AAR, Breakaway	1	1	1							100%	Yes	Yes	
R050	Receiver AAR, Tanker AP Off	1	2	2							100%	Yes	Yes	

NOTES:

1. Pilots (FPQ) with less than 500 PAI hours should accomplish 50 percent of their proficiency sorties in the aircraft. One G250 per semiannual period may be substituted at Sq/DO discretion.
2. Detachment 6 AMCAOS and FTU pilots maintaining MR status will participate as primary or additional crewmembers on one overseas sortie during each semiannual period.
3. Instructor and evaluator pilots may credit 50 percent of semiannual M030 requirements when performing instructor or evaluator duties from the jump seat on overseas sorties.
4. Loss of currency exceeding 6 months in this event leads to unqualified status (See paragraph 4.9.2.2). Pilots dual-certified in legacy and AMP-modified aircraft must comply with guidance in paragraph 5.8.4.1.3.
5. Required once AFTTP 3-3.C-5 Tactics Certification is completed.
6. N/A to FTU crewmembers. P280 is Triennial for FTL A, Biennial for FTL B, and Annual for FTL C.
7. Dual log R010 when accomplishing R013.
8. Units with collocated, concurrently configured simulators will accomplish 3-engine approaches, landings, and go-arounds in the WST.
9. Local sorties may be accomplished while non-current for this event.
10. AR-qualified pilots (FPQ/FPR) will maintain FTL C currency requirements.
11. Not applicable to NAF and MAJCOM staff.
12. Must be accomplished with at least one qualified aircraft commander on the crew. FPQ pilots are restricted to the right seat. ARC may substitute an FTL A FPQ for an AC if required.
13. FTL C pilots should accomplish this event quarterly.
14. Not required for C-5M.

Table 4.5. Flight Engineer/Loadmaster Semi-Annual Continuation Flying Requirements.

Code	Event	Flight Engineer				Loadmaster				Notes
		A	B	C	Cur	A	B	C	Cur	
G261	Simulator Refresher				<i>Q</i>				A	5, 6, 7

-264										
M010	Proficiency Sortie	3	3	6	60d	3	3	6	60d	1, 4
P145	FE Approach/TERPS	A	A	A						2
P280	ACDTQT	T	B	A		T	B	A		3
P356	FE Proficiency Inspection	3	3	6	60d					
<i>A-Annual, B-Biennial, SA-Semi-Annual, T-Triennial, d-due in listed number of days See "Frequency" in Attachment 1</i>										
NOTES: 1. First FEs and higher may log proficiency sorties in the WST (log an M011). Simulator sorties that include a full mission profile (takeoff, landing and all associated checklists) may update 60-day currency. Note: 60-day sortie currency may not be regained in the simulator. Do not credit consecutive 60-day sorties in the simulator. FEs dual-certified in legacy and AMP-modified aircraft must accomplish an AMP sortie and inspection every 60 days and a legacy sortie and inspection every 180 days. 2. P145 may be accomplished in the WST. 3. ACDTQT should be accomplished in the WST. N/A to FTU crewmembers. P280 is Triennial for FTL A, Biennial for FTL B, and Annual for FTL C. 4. Loss of currency exceeding 6 months in this event leads to unqualified status. 5. Local sorties may be accomplished while non-current for this event. 6. Not applicable to NAF and MAJCOM staff. 7. Loadmasters need only attend one mission-oriented simulator training (MOST) period annually.										

Table 4.6. Senior Officer Continuation Training Requirements.

Ground Training Events			
Code	Event	Frequency	Notes
	Flight Physical	455d	1, 6
	Physiological Training	60m	1,2
G130	Instrument Refresher Course	4Q	3
LL03	Egress Training	T	1
Flying Training Events			
P020	Takeoff	SA	4, 5
P070	Instrument Approach	SA	4, 5
P190	Landing	SA	4, 5
NOTES:			

1. Mandatory grounding event after expiration date.
2. May qualify for 'academics only' or Executive Refresher Course. See AFI11-403 for details.
3. This event does not satisfy the instrument open book examination requirement within the check cycle.
4. Member will go unqualified if non-current in this event for greater than 6 months.
5. May accomplish 100% in the WST.
6. Mandatory grounding item; individual will not fly until required training is accomplished. Flight physicals become due 366 days after the previous physical, and expire after the 455th day or as indicated on the AF AF FORM 1042, whichever occurs first. The required frequency may vary to address waivers and/or individual physical limitations (as determined by the Flight Surgeon), but in no case will exceed 455 days.

4.6. Flight Surgeon Continuation Flying Requirements. Flight Surgeons will comply with the requirements of this volume and AFI 11-202, Volume 1. Flight surgeons require one sortie in any qualified MDS every 60 days. See AFI 11-202, Volume 1 table for flying continuation-training requirements. See paragraph [4.9.1.1.3](#) for regaining mission ready status.

4.6.1. Any flight surgeon logging time in this MDS as a secondary airframe, or any AMC-assigned flight surgeon logging time in any DoD or foreign military aircraft in which they are granted authorization to fly by the local unit, must be on Aeronautical Orders assigning ASC 8A status and be current in their periodic flight physical and physiological training. The AC or their designated crewmember must also give FS a briefing on oxygen equipment and egress procedures prior to flight. Note: Initial Qualification requirements (in Chapters 2 and 3) only apply to the Flight Surgeon's primary aircraft.

4.6.1.1. For contingency/AOR missions, Flight Surgeons must also be current in the following events (in their primary aircraft): SS02, SS03, SS20 (S-V80-A), and G120.

4.7. Ancillary Training. Ancillary Training is guidance or instruction that contributes to mission accomplishment, but is separate from an Air Force Specialty or occupational series. AFI 11-2C-5v1 is not the governing directive for completion of ancillary training events. IAW AFI 11-202v1, the source AFI provides training frequency for these events unless an approved waiver has been authorized. See Unit Deployment Manager representative to ensure compliance with additional non-aircrew specific training requirements.

4.8. Proration of Training. AFI 11-202v1 describes proration of training requirements for crewmembers not available for flying duties and for non-availability due to contingency alerts and contingency flying TDYs when the contingency precludes training for certain mission events. This authority must be used judiciously, especially when prorating the same crewmember for consecutive semi-annual training periods.

4.8.1. Use this formula to determine training requirements: number of months available times the event volume divided by the number of months in the training period. Round down to the nearest whole number, but not less than 1, e.g., 5.6 rounds to 5.

4.8.1.1. Use **Table 4.6** to determine the number of months available. Prorate only if absence is at least 15 cumulative days.

4.8.1.2. When an individual permanently changes station (PCS) during the training cycle to a unit flying the same model aircraft and enters the same FTL or lower, credit training accomplished at the previous base. Prorate training requirements based on the time available (e.g., time at former base, plus time at new base, minus number of days not available) during the training period. Time available starts 7-days after sign-in for CONUS and 14-days after sign-in for OCONUS or on the date of actual accomplishment of the first training event, whichever occurs first. Subtract previous accomplishments from the prorated total to determine remaining requirements.

4.8.2. Units may also prorate requirements for individuals changing training levels. If requirements are prorated do not credit events accomplished while in the former FTL.

Table 4.7. Individual Availability.

Days Available	Months Available
0-15	0
16-45	1
46-75	2
76-105	3
106-135	4
136-165	5
>166	6

4.9. Failure to Complete Training Requirements.

4.9.1. Loss of Currency. Crewmembers are non-current the day after event currency expires; (e.g., a crewmember that accomplished an event with monthly currency on 1 September becomes non-current on 1 November).

4.9.1.1. Place individuals delinquent in one or more currency events in supervised training status for that event and declare them NMR in unit missions requiring the event. Loss of currency prohibits an individual from accomplishing unsupervised in-flight duties in the non-current event(s). For example, if the individual is non-current for receiver air refueling, the individual may fly unsupervised on sorties which are not scheduled for and do not accomplish receiver air refueling. **Exception:** An individual non-current in takeoffs (P020), landings (P190), or approaches (P070), will not fly unsupervised on any sortie.

4.9.1.2. Aircraft commanders who are not current for an overseas sortie may fly in command on operational CONUS missions. Aircraft commanders may regain overseas

currency under the supervision of a qualified aircraft commander or higher. Pilots can regain currency while being supervised by a current and qualified pilot or higher in the jumpseat. When a pilot or higher is not available to occupy the jumpseat, the noncurrent pilot must be supervised by an instructor or higher in the left seat.

4.9.1.3. Aircraft commanders who are not current for air refueling may not fly in command on missions requiring air refueling until currency is regained. If noncurrent for less than 15 days, they may regain currency on operational AR missions, if no passengers are carried, under the supervision of a qualified AC or higher after the fuel required for mission completion is on loaded.

4.9.1.4. Flight Surgeon loss of flying currency. Units will notify the MAJCOM Command Surgeon of Flight Surgeons exceeding 60-days between sorties (AMC units send notification to AMC/SGP and local MDG/CC).

4.9.2. Regaining Currency.

4.9.2.1. For a loss of currency up to 6 months, a crewmember must demonstrate proficiency in the aircraft or simulator (as determined by Sq/CC or DO) with an AF or ATS instructor, as applicable, in all delinquent items. Crewmembers non-current for less than 6 months will maintain their current training level (no training folder required). Flight engineers may only regain 60-day sortie currency in the aircraft.

4.9.2.2. Loss of currency exceeding 6 months. For events identified in **Tables 4.4** and **4.5** as leading to unqualified status, the crewmember is unqualified in the aircraft and must complete Sq/CC-directed requalification training and an aircrew evaluation according to AFI 11-2C-5v2. For all other currency events, regain currency according to paragraph **4.9.2.1**

4.9.2.3. Flight Surgeons that exceed 6-months between sorties require completion of LL03, Emergency Egress Training, Non-Ejection Seat, with a certified aircrew instructor prior to the next flight. Flight surgeons that exceed 60 days between sorties require a review of aircraft exits and oxygen systems conducted by a member of the flight crew designated by the Aircraft Commander (AC) prior to the flight to regain flying currency. The egress review will be signed off by the AC on a copy of the AMC/SGP memo or other approved form (e.g., AF 1522, locally generated form/memo, etc.) Note: documentation on AFTO 781 is not acceptable.

4.9.2.3.1. The Flight surgeon must submit this documentation to the local Squadron/Host Aviation Resource Manager (SARM/HARM) office after the flight or upon return to home station if the flight is in conjunction with a TDY. The HARM or SARM will place the documentation in the flight surgeon's training folder.

4.9.2.3.2. Failure to complete and document required training before the flight will result in the loss of ability to log primary flight surgeon time.

4.9.3. Failure to Complete Semiannual Flying Training Events. At the end of each training period, the Sq/CC will review ARMS products for crewmembers that fail to accomplish all required flying continuation training. Sq/CC will direct training necessary for the individual to regain MR status using the process for regaining currency (see paragraph **4.9.2.2**) or request an OG/CC waiver for the requirement (see paragraph **1.5.7**). Base the decision to

approve a waiver on the individual crewmember's experience and proficiency level and only for unforeseen circumstances (i.e., waivers will not be based on a crewmember's availability). The OG/CC will determine the allowable time period of the waiver (e.g., 30-day extension, next training cycle, etc.). OG/CC should consider if sufficient flying events were accomplished to ensure MR proficiency before waiver approval. The OG/CC cannot waive the same flying training event deficiency for a second consecutive training period. Waiver requests must be forwarded to MAJCOM/A3T.

4.9.4. Failure to Complete Ground Training Events.

4.9.4.1. Failure to complete ground continuation training events in [Table 4.1](#) leads to NMR status, which prohibits an individual from accomplishing unsupervised in-flight duties until the delinquent event is completed or waived.

4.9.4.2. Failure to complete Mobility Training events in [Table 4.2](#) does not affect MR status, but restricts crewmembers from performing missions that require the delinquent events (s) until the required training is accomplished.

4.9.4.3. With the exception of the flight physical, physiological training, and LL03, the OG/CC or equivalent may waive ground continuation training events. This waiver authority will be used judiciously. The decision to grant a waiver will be based on the individual crewmember's experience and proficiency level (i.e. waivers will not be based on a crewmember's availability). OG/CC will determine the allowable time period of the waiver. The make-up training should be accomplished at the earliest opportunity. This waiver is for unforeseen circumstances only and for events that will not degrade mission accomplishment.

4.9.5. Make-up training (ground or flying) is creditable towards the new training period.

4.9.6. See AFI 11-202v1 for individuals leaving active flying status.

4.10. Requirements before PCS or TDY by Members on Active Flying Status. AFI 11-202v1 specifies requirements before PCS or TDY.

4.11. Requirements before Removal from Active Flying. AFI 11-202v1 specifies requirements before removal from active flying.

4.12. Requirements While in Inactive Flying Status. AFI 11-202v1 specifies requirements while in inactive flying status.

4.13. Retraining. AFI 11-202v1 specifies retraining restrictions before separation, retirement, or mandatory inactive flying status.

4.14. Aircrews Flying in Non-USAF Aircraft or with Non-USAF Units. AFI 11-202v1 addresses individuals flying in this status.

4.15. Training Period. Continuation training program is based on 6-month periods (1 January - 30 June and 1 July - 31 December).

Chapter 5

UPGRADE TRAINING

5.1. Description. This chapter identifies general prerequisites and training requirements for upgrade. See minimum flying-hour requirements and prerequisites in **Table 5.1**.

5.1.1. General. The flying time prerequisites for upgrade are based on the pilot having gained the knowledge and judgment required to effectively accomplish the unit's missions. Sq/CCs will ensure their continuation training programs emphasize these areas. Flying experience must include left seat time before entering formal school upgrade training. AC candidates will have an in-depth knowledge of systems, procedures, and instructions before entering the formal upgrade program. **Note:** WST time may be credited towards PAA time (N/A AFRC).

5.1.2. OG/CC is designated waiver authority for flying hour prerequisites for entry into formal upgrade courses (see **Table 5.1**).

5.1.3. Complete applicable ground and flying requirements of this instruction.

5.1.4. ETCA lists prerequisites and special requirements for the formal school AC upgrade course. Units should work directly with their MAJCOM PFT quota managers (AMC Active Duty is AMC/A3TF) to fill available upgrade training slots no later than 45 days before the class start date.

Table 5.1. Aircrew Qualification / Upgrade Prerequisites.

From	To	Prerequisites	Tasks And Events Required Prior To Certification	Notes
SUPT Graduate	Pilot		Pilot Initial Qual (PIQ) Course; Airland Evaluation	
UP	MP	Previous AC in USAF MWS and/or 1000 hours TFT	100 C-5 hours (PAA) & MPD Phase II guide, if required	1,2,3
FP	MP	1000 hours TFT and MPD Phase I & II	200 C-5 hours (PAA) & MPD Phase I & II guides, MPD Phase III	1,2
MP	IP	Flying hours: 200 hours after AC certification. Sq/CC Recommendation	Instructor Pilot Qual (IAC) Course at C-5 FTU (not required for previous qual), flight evaluation.	
IP	EP	Sq/CC Recommendation	Pilot Flight Examiner (FEAC) Course. Flight Evaluation, as required.	4
Basic FE	2nd FE	BFE	FE Initial Qual (FEIQ) Course, qual eval, in-unit certification.	
2nd FE	1st FE	300 PAA hours, Sq/DO Recommendation.	First FE Qual (FFEQ) Course, completion of FE training guide, qualification evaluation.	
1st FE	IFE	Sq/DO Recommendation.	FE Instructor Qual (IFE) Course at C-5 FTU (not required for previous qual), flight evaluation	

IFE	FEFE	Sq/CC Recommendation.	FE Flight Examiner Qual (FEFE) Course.	4
Basic Loadmaster	LM	BLM	LM Initial Qual (LMIQ) Course	
LM	Mission Qual LM	LMIQ.	LM Mission Qual (LMMQ) Course, completion of training guide, qual evaluation.	
LM	ILM	Sq/DO Recommendation.	LM Instructor Qual (ILM) Course, qual evaluation.	
ILM	FELM	Sq/CC Recommendation.	LM Flight Examiner Qual (FELM) Course.	4

NOTES:

1. 100 C-5 hours PAA required before R&C to perform AC duties.
2. Total Flying Time (TFT) represents all flying time logged aboard a fixed wing aircraft as a military pilot including SUPT “student” and “other” time (but does not include time in another aircrew specialty). Simulator time is creditable to meet TFT requirement.
3. For MAF crossflow with similar skill set, e.g., C-17, KC-135, etc., complete ACIQ; MPD Phase II guide is not required. Pilots with dissimilar background, i.e., OSA/FAIP, F-16, etc., complete ACIQ; accomplish MPD Phase II guide in-unit.
4. Not required for prior evaluators.

5.2. Mobility Pilot Development (MPD). Mobility Pilot Development is a development program leading to Aircraft Commander certification. The MPD program flows from PIQ or ACIQ formal training courses through continuation training to upgrade selection and culminates in certification as an Aircraft Commander. MPD continuation training is divided into three phases: MPD Phase I (V280), MPD Phase II (V281), and MPD Phase III. All MPD pilots will be dual-seat qualified and maintain qualification requirements according to AFI 11-2C-5, Volume 2. MPD pilots are not Aircraft Commanders. See minimum flying hour requirements in **Table 5.1**.

5.2.1. The success of this program depends on MPD pilots’ being mentored and provided with development opportunities. The upgrade training timeline to Aircraft Commander is based on performance and at the discretion of the Sq/CC, should be tailored to match an individual’s capabilities and experience level.

5.3. MPD Continuation Training through Aircraft Commander Upgrade.

5.3.1. Documentation. Completion of MPD Phase I and II is documented in ARMS as V280 and V281 respectively; GRACC is documented in ARMS as V282. Document the completion of the entire course via AF Form 4324 and Sq/CC certification.

5.3.2. Training Guides. MPD Phase I & II guides are available for download on the AMC/A3T CoP. Guides should be carried on all sorties to maximize training opportunities.

5.3.3. MPD Phase I (V280). After completion of the PIQ course, pilots enter Phase I of continuation training. This first phase consists of completing the MPD Phase I guide, which focuses on core aircraft abilities including communication, checklist discipline, systems knowledge, and basic mission planning. Phase I MPD pilots should not have additional squadron duties nor be expected to act as an Aircraft Commanders. They should observe and learn from their aircrew leadership.

5.3.3.1. During this stage of pilot development, a Phase I MPD pilot is restricted to the right seat and may only occupy the aircraft left seat under the supervision of an IP. Phase I MPD pilots will train in the right seat during refresher simulators and may occupy the left or right seat for proficiency simulators and available proficiency time at the end of a refresher simulator. Phase I MPD pilots will complete the MPD Phase I guide NLT 180 days (365 days for ARC) after becoming mission ready.

5.3.3.2. In order to advance beyond Phase I, the Phase I MPD pilot must be at least 6 months from the training start date (as defined in 1.7.1), have a minimum of 200 PAA (aircraft) hours, and have completed the MPD Phase I guide. Once these requirements are met, the Phase I MPD pilot may be approved for Phase II via the STRP. **Note:** MPD pilots who were Mission Ready prior to the release of this AFI may continue under the previous GRACC workbook for up to 6 months beyond the release date of this AFI at Sq/CC discretion, but will comply with all other requirements in this paragraph. For FAIP/OSA or non-mobility weapon system pilots transitioning to MAF aircraft, completion of V280 is not required; however, V281 and V282 are required.

5.3.4. MPD Phase II (V281). This phase consists of completing the MPD Phase II guide, which focuses on the core tasks of flying skills, mission situational awareness, and crew management required for Aircraft Commander certification.

5.3.4.1. Training in this stage will ensure MPD pilots' balanced exposure to both left and right seats in the aircraft under the supervision of an AC or higher. Good judgment and Operational Risk Management (ORM) will dictate with whom they fly and what seat they occupy. As Phase II MPD pilots advance in knowledge, they are encouraged to practice actual mission management skills and decision making under the guidance of their AC or IP.

5.3.4.2. MPD Selection for Aircraft Commander Upgrade/Certification. Phase II MPD pilots must meet pre-requisites defined in **Table 5.1** as well as complete the MPD Phase II guide. Based upon performance, experience, and requisite flight hours, Phase II MPD pilots will be identified for upgrade by squadron leadership via the STRP. MPD pilots require a minimum of one AF Form 8 evaluation after FP mission ready certification and prior to entry into Aircraft Commander upgrade (N/A for MAF crossflow, FAIP/OSA, or non-mobility weapon system pilots).

5.3.4.3. AMC Orientation Tour/GRACC (V282). This event provides an in-depth look at selected AMC and 618 AOC (TACC) operations as well as an opportunity to interact with command senior staff. Ideally, this course should be completed by Aircraft Commander candidates after completing V281, but before beginning formal Aircraft Commander upgrade training (PCO). GRACC is mandatory for AMC pilots and highly encouraged for AFRC and ANG mobility forces pilots upgrading to Aircraft Commander. GRACC is transferable between all mobility weapon systems. For AMC pilots, V282 will be completed prior to Aircraft Commander certification. If unable to complete V282 prior to certification, units may schedule attendance up to 90 days after certification; beyond 90 days requires OG/CC approval. See paragraph **1.18.7** for scheduling details. Additional information is available via ETCA: https://etca.randolph.af.mil/showcourse.asp?as_course_id=GRACC.

5.3.5. MPD Phase III. Pilot Checkout (PCO). The Sq/CC determines (via the STRP) an upgrade training start date when the upgrade candidate begins applicable PCO training events, as required (see [Table 1.2](#) for in-unit training time limitations). Prior to starting training, the training office will open and maintain an AF Form 4022 until the upgrade candidate is certified as an Aircraft Commander. Units using multiple folders to document a pilots training progress may combine those into a single training folder at the unit's discretion. Training guides are authorized.

5.3.5.1. Current and qualified Aircraft Commander candidates accomplishing MPD Phase III training events require IP supervision during non-critical phases of flight and direct IP supervision during critical phases of flight. Two Aircraft Commander candidates may sit in the left and right seats under IP supervision in the simulator, as required.

5.3.5.2. The Aircraft Commander candidate will accomplish the following requirements prior to the Aircraft Commander Review and Certification (R&C) Board:

5.3.5.2.1. ATS course ACMQ-II, (Pilot Mission Qualification Phase-II). See paragraph [6.7.5](#).

5.3.5.2.2. AFTTP 3-3.C-5 Tactics Certification.

5.3.5.2.3. ACAR (if required).

5.3.5.2.4. Local Left Seat Proficiency Sortie.

5.3.5.2.5. LTMs/Recommendation Ride.

5.3.5.2.6. Operational Mission Evaluation (OME) completed IAW AFI 11-2C-5, Volume 2. **Note:** Specific order of accomplishment is not mandated; however, ACMQ-II should be the first training event and will establish the training time start IAW paragraph [1.7](#). TET and AR may be accomplished once an individual has been identified for upgrade. It is highly recommended that tactics certification be accomplished prior to the LTM process; however, it will be accomplished prior to the OME. The OME typically will be the last event completed prior to Sq/CC certification (**Exception:** air refueling may occur after certification dependent upon mission requirements and class availability).

5.3.5.3. Aircraft Commander candidates must be current in applicable Mission Certification Training events listed in [Table 3.1](#) prior to certification.

5.3.6. Aircrew Designation Codes. AFI 11-401 defines pilot aviation codes. For standardization, use the codes from [Table 5.2](#) (3rd letter designator distinguishes the status for a MPD pilot who completed formal training with evaluation (graduate)). Active duty loadmasters will use the ARMS code "FL" to designate NMR status. (This ARMS code does not affect the ML qualification status listed on the AF Form 8.)

Table 5.2. Pilot Designation Codes.

If first two are "FP"	Qualified Pilot. Then 3rd character is:	
	"N"	Qualified Non-Mission Ready (NMR). This is used for the following:

		<ol style="list-style-type: none"> 1. Pilot currently in ACIQ, ACQ, or PCO course and has not completed qualification checkride. 2. Pilot Initial Qualification (PIQ) course graduate currently in local mission ready training. 3. Senior Officer Course (SOC) graduate. MDS specific Vol. 1 guidance applies to level of supervision/mission capability. 4. Pilots designated “E” level for continuation training.
	“K”	<p>Qualified Non-Mission Ready (NMR). This is used for the following:</p> <ol style="list-style-type: none"> 1. Graduate of aircraft commander or re-qualification course (ACIQ, ACQ, PCO, PRQ, IPRQ), in local mission ready training.
	“L”	<p>Qualified Mission Ready (MR). This is used for the following:</p> <ol style="list-style-type: none"> 1. Graduates of aircraft commander course (FPLs) who have not acquired enough PAA hours for AC certification, but have completed all local mission ready training requirements. 2. MR graduates of a pilot requalification course who are not yet certified as aircraft commanders.
	“C”	<p>Qualified Mission Ready (MR):</p> <ol style="list-style-type: none"> 1. Qualified Mission Ready Phase I MPD Pilot
	“Q”	<p>Qualified Mission Ready (MR). This is used for the qualified Mission Ready Phase II MPD pilots.</p>
If “MP”	Fully Certified/Qualified Aircraft Commander. The 3rd character may be:	
	“N”	<p>Non-Mission Ready (NMR) Aircraft Commander. This code is used if the MP will be NMR for an EXTENDED period of time (greater than a month). It is not used for short duration NMR status due to DNIF or short term currency deficiencies.</p>
If “IP”	Fully Certified/Qualified Instructor Pilot performing instruction on the mission.	
If “EP”	Fully Certified/Qualified Evaluator Pilot performing evaluator duties on the mission.	

5.4. Aircrew Instructor Program. The instructor course is designed to teach selected crewmembers fundamentals and concepts of instructing. Instructor candidates will be selected based on experience, judgment, ability to instruct, flying skill, and technical knowledge.

5.4.1. Individuals who complete the applicable instructor course are qualified instructors for all mission qualification events in which they maintain currency.

5.4.2. New instructor candidates will attend the formal C-5 ATS instructor course. Waivers will be reviewed on a case-by-case basis if formal school course slots are not available.

5.4.3. Instructor candidates who previously attended a formal instructor course for instructor qualification and were certified in any US Air Force or Navy fixed-wing aircraft may upgrade in-unit without completing the ATS instructor course. In-unit instructor upgrades require OG/CC approval. MAJCOM waivers are not required. Unit commanders determine training required to complete upgrade. Instructor candidates who attend the ATS instructor qualification course at the FTU or in-unit may incur an ADSC IAW AFI 36-2107. All initial instructor upgrade candidates must be mission-ready for a minimum of 6 months.

5.4.4. Instructor Responsibilities:

5.4.4.1. Instructors are responsible to provide thorough preflight briefings and critiques. Instructors will comply with requirements of mission outlines, as appropriate, for the type mission being flown.

5.4.4.2. Instructors will review each student's training record prior to performing each training flight or session.

5.4.4.3. Instructors will ensure all required upgrade training items are completed, signed off, and proficiency demonstrated IAW AFI 11-2C-5v2 grading criteria before recommending the student for evaluation, or certifying the student as qualified in a tactic or mission. Instructors should further ensure training, operations sections, and the flight commander or designated representative is apprised of the student's status.

5.4.4.4. IPs must be fully aware they are responsible at all times for flight conduct and aircraft safety. Should the student's judgment or proficiency at the controls raise a question in the instructor's mind as to the student's ability to safely complete a prescribed maneuver at any time during the flight, the instructor will immediately assume aircraft control. The instructor should then explain and demonstrate proper tactics, techniques, and procedures for the maneuver prior to the trainee resuming control of the aircraft. All instructors will place special emphasis on procedures for positively identifying emergency conditions before initiating corrective action.

5.4.5. Instructor pilot candidates will qualify through the ATS Instructor Aircraft Commander Qualification (IP) course.

5.4.5.1. Aerial refueling instructor pilot candidates will complete the ATS Instructor Pilot Aerial Refueling Qualification (ARIP). ARIPs must be able to instruct both KC-135 and KC-10 AR receiver procedures. IP and ARIP may be accomplished together provided the academic and simulator portions of both courses are completed prior to the flying phase.

5.4.6. Instructor flight engineer candidates will qualify through the ATS Flight Engineer Instructor (IFE) Qualification course.

5.4.7. Instructor loadmaster candidates will qualify through the ATS Loadmaster Instructor Qualification (ILM) course.

5.4.7.1. All qualified C-5 LMs are authorized to use the C-5 Automated Form F (AFF) program during the ILM course.

5.4.8. All aircrew member instructor candidates will satisfactorily complete a written examination on this instruction prior to qualification. The IP written examination will also include simulated aircraft emergency training and applicable training restrictions published in AFI 11-202v3, *General Flight Rules*, AFI 11-2C-5v3, and other appropriate operational directives.

5.5. Flight Examiner Upgrade.

5.5.1. Flight Examiners. Sq/CC will recommend instructors for flight examiner certification. Instructors identified for certification as flight examiner must possess superior knowledge of AMC training and evaluation policies and procedures, and the ability to administer an evaluation according to applicable publications.

5.5.2. Flight examiner candidates will attend the ATS flight examiner course for their crew position. Sq/CCs may waive this requirement if the candidate is a previously qualified flight examiner in any AMC aircraft. In this case, flight examiner candidates should:

5.5.2.1. Observe qualified evaluators conducting a cross-section of evaluations, to include techniques used to evaluate aircraft systems and flight directive knowledge.

5.5.2.2. Receive a briefing on command policies and interpretations of AFI 11-202, Volumes 1 and 2, 11-2C-5, Volumes 1 and 2, and MAJCOM supplements.

5.5.3. Candidates with no prior flight examiner experience should observe an evaluation before certification.

5.6. Aerial Refueling Qualification.

5.6.1. Aerial Refueling Training. Aircrew members designated to qualify in AR will complete requirements of this section. Previously qualified AR pilots will re-qualify through Sq/CC-directed training.

5.6.1.1. All ground training will be conducted by qualified instructors and completed prior to entering the flying phase. Reference materials are AFI 11-2C-5v3; Technical Order (T.O.) 1C-5A-1, *Flight Manual C-5A, C-5A (SCM), and C-5B*, T.O. 1C-5M-1, *Flight Manual C-5M and C-5M (SCM) Airplanes*, T.O. 1C-5A-1-1, *Flight Manual USAF Series C-5A and C-5B Airplanes*, Appendix I, Performance Data, T.O. 1C-5M-1-1, *Flight Manual Appendix 1 Performance Data USAF Series C-5M and C-5M (SCM) Airplanes*, T.O. 1-1C-1, *Mission Crew Flight Manual C-5A, C-5A(SCM), and C-5B Air Refueling Procedures With KC-135 and KC-10*, and AR checklist. Crewmembers will be trained in areas applicable to their crew position.

5.6.1.2. Aircraft Commander AR Training:

5.6.1.2.1. The normal method for completing aircraft commander AR qualification will be the aircraft commander aerial refueling (ACAR) course at the FTU. Trainees will complete the ATS pilot aerial refueling qualification (PAR) course prior to starting aircraft training flights.

5.6.1.2.2. Units should provide aircraft commander AR candidates training in the ARPTT/WST prior to reporting to the FTU. The AR candidate should receive a

minimum of 3 hours of instruction. Emphasis should be on closure, maintaining pre-contact, and contact. Each trainee will receive the full ATS ACAR course at the FTU, but may proficiency advance into the flight phase. Squadrons should schedule candidates for ARPTT/WST training as close to the FTU reporting date as practical. ARPTT/WST training, once started, should continue uninterrupted. This training should not take precedence over normal continuation training. ARPTT/WST crew-pair training is encouraged.

5.6.1.2.3. Pilot Not Flying (PNF) ARPTT/WST Training. An ARIP will instruct and assist the PNF in performing normal PNF AR duties, including checklists and radio procedures. The goal is for the PNF to effectively act as a safety observer during AR and maintain aircraft position between pre-contact and 100 feet in trail. The instructor will stabilize aircraft in a position 50-100 feet behind the tanker and allow the PNF to practice holding this position until reasonable degree of stability is attained. The instructor will then demonstrate correct pre-contact and contact positions. **Note:** Units without an ARPTT or WST can conduct training on the aircraft.

5.7. Tactical Training.

5.7.1. The C-5 Tactical Training Program certifies C-5 pilots to conduct flying operations in a threat environment. Units will conduct C-5 tactical training using the most current MAJCOM/A3, or equivalent, guidance. Refer to the AMC/A3T CoP.

5.7.2. This program includes training on current techniques for implementing the Combat Entry/Exit Checklist, conducting combat mission planning (with special emphasis on threat avoidance and mitigation using AFMSS), and use of the Defensive System (DS). This program provides hands on training in tactical arrival and departure maneuvers necessary to certify crewmembers as tactical mission ready pilots.

5.7.3. Certification and Evaluation. After being recommended for certification by an IP, the Sq/CC will document certification on AF Form 4324 using block 22 and forward the completed form to the unit ARMS section for processing. Aircraft commanders and above will be prepared to demonstrate knowledge and correct procedures on evaluations.

5.7.4. Training Course Management. AMC/A3T is the OPR for tactical training course administration and syllabus development and maintenance.

5.8. Avionics Modernization Program (AMP) Differences Training.

5.8.1. The C-5 AMP Training Program is designed to certify C-5 pilots, flight engineers, and loadmasters to operate AMP-modified C-5 aircraft in the Air Traffic Management/Communication Navigation Surveillance (ATM/CNS) system.

5.8.2. Aircrew members will accomplish an ATS contractor taught AMP differences course developed for their crew positions. The differences courses consist of computer-based training (CBT), instructor-based review, and, for pilots and flight engineers, training in the WST.

5.8.2.1. Pilots. Mission-qualified pilots will complete the ATS AMP differences training course with training in an AMP-modified WST or airplane, an evaluation consisting of the general and instrument evaluation requisites outlined in AFI 11-2C-5 Volume 2, Chapter 2, and Form 3862, *Aircrew Evaluation Worksheet*, an aircraft proficiency sortie

(M010), and AMP sorties as described below. The flight evaluation may be conducted in either the airplane or the WST. This flight evaluation will be documented as “SPOT” on the AF Form 8, *Certification of Aircrew Qualification*, and include the following statement in the remarks section, “This flight evaluation was conducted in conjunction with C-5 AMP certification.” Pilots that complete all requisites may elect to reset their QUAL/INST/MSN evaluation cycle by completing all areas under GENERAL, QUALIFICATION/MISSION, INSTRUMENT, and TACTICS (if certified). Document certification on an AF Form 4324 using block 22 and forward completed form to the unit ARMS section for processing.

5.8.2.1.1. AMP Sortie Requirements. To credit an AMP sortie, an aircraft commander or pilot must occupy the pilot or copilot seat for a takeoff, cruise segment of at least 30 minutes, and a full stop landing. Either the takeoff or landing must be performed away from the home station. Additionally, up to 50% of the AMP sortie requirements may be accomplished on local air refueling sorties (takeoff and landing at home station), with a cruise segment of at least 30 minutes prior to the ARIP, provided the pilot occupies either the pilot or copilot seat for the takeoff, cruise segment, and landing.

5.8.2.1.1.1. Pilots will complete eight AMP sorties including two overseas.

5.8.2.1.1.2. Aircraft Commanders. Prior to being in-command, pilots will complete eight AMP sorties including two overseas.

5.8.2.1.1.3. Experienced Aircraft Commanders. Aircraft commanders with 100 AMP hours may supervise other pilots with less than four AMP sorties.

5.8.2.1.1.4. Instructor Pilots. Prior to being in-command of training sorties, instructor pilots must complete eight AMP sorties and a “buddy ride” with another AMP instructor pilot on a local training sortie.

5.8.2.2. Flight Engineers. Flight engineers will complete the following to certify in AMP:

5.8.2.2.1. The ATS AMP differences training course.

5.8.2.2.2. Two preflight trainers one of which may be accomplished in the simulator. **Note:** Pre-flights accomplished during differences course do not satisfy this requirement.

5.8.2.2.3. Three AMP flight events under the supervision of an AMP instructor. **Note:** AMP flight event is defined as same requirements to log M010.

5.8.2.3. Second flight engineers will complete the differences course as part of first flight engineer upgrade training.

5.8.2.4. Loadmasters. Loadmasters will complete the ATS AMP differences training course designed for loadmasters. Training should consist of hands-on familiarization and operation of required equipment associated with AMP modification (radios, interphone, etc.) conducted in an AMP-modified aircraft or simulator. Instructors should emphasize criteria outlined in AFI 11-2C-5v2, Chapter 5, Area 18, Aircraft Systems Knowledge/Operation and Area 24, Other Emergency Procedures. Instructors should use the C-5 Loadmaster Master Task List/Evaluation Standards Document as the standard

criteria for certification. Document certification on an AF Form 4324 using blocks 1 through 5 and 11 through 13 and forward completed form to the unit ARMS section for processing.

5.8.3. Dual Certification Policy. During unit AMP conversion, some crewmembers may need to maintain dual certification (AMP and Legacy). However, the intent is to minimize dual certification. The decision to allow dual certification rests with the OG/CC. Group Commanders should use the 3.6 crew ratio as a guide to balance the number of AMP vs. Legacy certified aircrews. Squadrons will use the Review and Certification process to recommend individuals for dual certification. Crewmembers will not remain dual certified once all unit aircraft are AMP-modified (**Exception:** AMC/A3V personnel). OG/CCs will use the following restrictions/guidelines.

5.8.3.1. Pilots.

5.8.3.1.1. Recent (within six months) arrivals (FAIP/OSA/Crossflow and SUPT) will not be dual certified.

5.8.3.1.2. Recommend single certification (AMP or Legacy) for attached, on-loan, or squadron personnel with limited availability to fly based on additional duties.

5.8.3.1.3. In addition to standard monthly currency (takeoff, approach, and landing), which may be accomplished in either aircraft, dual certified pilots must also accomplish a takeoff, approach, and landing in each aircraft every other month.

5.8.3.1.4. Pilots that exceed two months between a takeoff, approach, and landing in a particular aircraft may regain currency under direct instructor supervision. Pilots that exceed three months between a takeoff, approach, and landing in a particular aircraft lose certification in that aircraft. Recertification requires OG/CC approval.

5.8.3.2. Flight Engineers (First Engineers or higher).

5.8.3.2.1. Dual certified FEs must accomplish an AMP sortie and inspection every 60 days. A legacy sortie and inspection must be accomplished every 180 days. **Note:** This does not eliminate the AFI 11-2C-5v1 60-day sortie and inspection requirements.

5.8.3.2.2. FEs that exceed 60 days but no more than 120 days between AMP sorties/inspections may regain currency by accomplishing the overdue event(s) under the supervision of an instructor. Greater than 120 days requires additional training as determined by the squadron commander.

5.8.3.2.3. FEs that exceed 180 days between legacy currency lose their dual certification and are now AMP only (**Exception:** AMC/A3V personnel). Recertification requires OG/CC approval.

5.8.3.3. Second Flight Engineers. Dual certification is recommended for second FEs to take advantage of all first engineer upgrade training opportunities.

5.8.3.3.1. Dual certified second FEs must accomplish a M010 sortie and P360 inspection in both aircraft every 120 days.

5.8.3.3.2. Second FEs who exceed 120 days but no more than 180 days between AMP and/or Legacy sorties/inspections may regain currency by accomplishing the

overdue event(s) under the supervision of an instructor. Greater than 180 days results in loss of dual certification. Recertification requires OG/CC approval.

5.8.3.4. Loadmasters. All loadmasters may be dual certified.

5.8.4. AMP pilots and flight engineers returning to legacy aircraft will requalify IAW paragraph 2.9.

5.9. C-5M Qualification Training.

5.9.1. The C-5M Training Program is designed to qualify C-5 pilots and flight engineers, and certify loadmasters to operate C-5 aircraft modified through the Reliability Enhancement and Re-engining Program (RERP). The pilot and flight engineer courses will normally culminate in a complete flight evaluation at the previous C-5 qualification level to include Air Refueling qualification, as applicable.

5.9.2. Differences Training Prerequisites. PMD and FEMD are intended to prepare C-5 AMP qualified crewmembers for qualification in the C-5M. However, individuals unqualified in C-5 AMP may complete the AFI 11-202 V1 required requalification training and AMC/A3T approved AMP differences training, as appropriate, in conjunction with PMD/FEMD. AMP qualified crewmembers non-current 6 months or less are not required to regain currency in C-5 AMP or incur any additional training requirements provided PMD/FEMD satisfies the currency lost (i.e., Proficiency Sortie, Refresher Simulator, etc.).

5.9.3. Interim Differences Training. Until the WST and ATS are ready for training, Dover instructors will conduct all Pilot C-5M Differences (PMD) and Flight Engineer C-5M Differences (FEMD) training. Differences training will utilize AMC/A3T-approved syllabi. The training consists of instructor-based presentation academics, ground aircraft, E-Sim, and aircraft flying training. Academic training (not including the E-Sim) may be conducted by the ATS contractor using AMC/A3T-approved courseware. Evaluations will be completed IAW AFI 11-2C-5, Vol 2 guidance for periodic qualification evaluations. Evaluations will be documented as Initial evaluations and establish checkride eligibility periods accordingly.

5.9.3.1. Completion of the C-5M differences course will satisfy the requirement for one quarter of annual simulator refresher training (G261-264) for pilots and flight engineers, and the annual Aircraft Systems Refresher (G220).

5.9.3.2. Squadron loadmaster instructors will conduct locally-developed, AMC-approved loadmaster differences certification training until an ATS course is available. Document training completion in the unit Letter of X's.

5.9.4. ATS Difference Training. The ATS contractor, in conjunction with AMC/A3T, will develop differences courses to qualify aircrews in the C-5M. The ATS contractor will introduce appropriate instructional aides and courseware to train aircrews and maintenance engine run technicians. These courses will be ready for training upon delivery of the first C-5M WST. Pilots and flight engineers qualified in the C-5A/B will complete the appropriate differences course. Qualified loadmasters will certify in the C-5M.

5.9.4.1. C-5M Qualification for Pilots. Pilots will complete the ATS contractor-conducted C-5M training course. The course will include computer-based training (CBT), instructor-based training (IBT), ATD missions conducted by the ATS contractor, and ground and flight training conducted by the Air Force. A/R qualified pilots will

complete the Air Refueling portion of the differences course. A qualification evaluation will be completed IAW AFI 11-2C-5, Vol 2, *C-5 Aircrew Evaluation Criteria*, chapter 2, and AF Form 3862, *C-5 Pilot Flight Evaluation Worksheet*.

5.9.4.2. C-5M Qualification for Flight Engineers. Flight engineers will complete the ATS contractor-conducted C-5M training course. The course will include CBT, IBT, and ATD missions conducted by the ATS contractor, and ground and flight training conducted by the Air Force. A qualification/mission evaluation will be completed IAW AFI 11-2C-5, Vol 2, chapters 4 and 6, and AF Form 3862, *C-5 Flight Engineer Flight Evaluation Worksheet*

5.9.4.3. C-5M Certification Training for Loadmasters. Loadmasters will complete the ATS contractor-conducted C-5M training course. The course will include CBT, IBT, ATD training, and hands-on operation of required equipment associated with C-5M modifications. Completion of the course will result in dual certification. Document completion in the unit Letter of X's.

5.9.5. Post-Qualification Requirements. Instructor pilots will complete a "buddy ride" with another C-5M instructor pilot on a local training sortie. C-5M Aircraft Commanders (non-IP/EP) will complete one overseas mission prior to commanding an overseas mission.

5.9.6. Continuation training will be accomplished IAW AFI 11-2C-5, Vol 1. Until an ATS and WST are in place, the following exceptions apply:

5.9.6.1. Aircraft Systems Refresher (G220).

5.9.6.1.1. Loadmasters. Complete the ATS-taught C-5B LMREF. A C-5M loadmaster subject matter expert (SME) will lead a review of C-5M-specific systems.

5.9.6.1.2. Flight engineers. C-5M flight engineer instructors will provide systems refresher training in the following areas:

5.9.6.1.2.1. Landing gear and brake systems.

5.9.6.1.2.2. Hydraulic systems.

5.9.6.1.2.3. Flight controls.

5.9.6.1.2.4. Cargo door and ramp systems.

5.9.6.1.2.5. Fuel system.

5.9.6.1.2.6. Fire suppression and electrical systems.

5.9.6.1.2.7. Engines, APUs, and environmental systems.

5.9.6.1.2.8. Performance, and weight and balance.

5.9.6.2. CRM Refresher Academics (G230). Air Force instructors may conduct the CRM refresher in a classroom environment through instructor-based presentation utilizing courseware provided by AMC/A3T Det 6. Pilots and flight engineers normally accomplish this event in conjunction with the Refresher Simulator (G261-264).

5.9.6.3. Refresher Simulator. C-5M pilots and flight engineers may credit G261-264 in the E-Sim. Air Force instructors will conduct all E-Sim training utilizing courseware

developed by AMCAOS, Det 6 in coordination with Dover C-5M Subject Matter Experts (SME).

5.9.6.4. Flying Continuation Training Requirements. Until a C-5M WST is ready for training, aircrews may complete all flying continuation training requirements in the airplane to include engine out items. Additionally, the C-5M E-Sim is suitable for accomplishment of the flying training events listed in **Table 5.3**. The existing C-5 Air Refueling Part Task Trainer (ARPTT) may be used to accomplish the events listed in **Table 5.4**.

5.9.6.4.1. Pilots and flight engineers may regain currency in the aircraft, C-5M E-Sim or ARPTT for the items listed in Tables **5.3** and **5.4** under the supervision of an IP or EP.

Table 5.3. Flying Continuation Training Requirements.

ARMS ID	Event	Notes
M011	FE Proficiency Sortie (Simulator)	
P070	Instrument Approach	
P100	Precision Approach	
P110	Non-Precision Approach	
P116	NDB Approach	
P117	RNAV Approach	
P120	CAT II ILS	
P130	Circling	1
P140	Visual Traffic Pattern	1
P145	FE Approach/TERPS	
P160	Missed Approach	
P170	3-Eng Missed Approach/ Go Around	
P280	ACDTQT	
RS06	High Altitude Tactical Arrival	
RS16	Low Altitude Tactical Arrival	
RS26	High Altitude Tactical Departure	
NOTES:		
1. Must be flown at high resolution airfields in day conditions.		

Table 5.4. Flying Continuation Training Requirements.

ARMS ID	Event	Notes
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R010	Receiver AAR	
R020	Receiver AAR (Night)	
R030	Receiver AAR, Heavy-weight	
R040	Receiver AAR, Breakaway	
R050	Receiver AAR Tanker AP Off	

5.9.7. Upgrade Training.

5.9.7.1. Aircraft Commander Air Refueling (ACAR). Accomplish ACAR academics and ARPTT sorties per the AMC/A3T-approved syllabus. Complete the WST/flying portion of the course in the airplane.

5.9.7.2. Pilot Checkout (PCO). Pilots upgrading to aircraft commander will follow guidance in AFI 11-2C-5, Vol 1, paragraph [5.3.3](#)

5.9.7.3. Instructor Upgrade. Pilot and flight engineer instructor candidates will upgrade in-unit and complete appropriate portions of the C-5B ATS academics (until C-5M syllabus is available) and complete training in the aircraft. Loadmaster instructor candidates will complete the ILM course per the current C-5B syllabus. Any C-5M-specific systems training not contained in the ATS course will be taught by Air Force subject matter experts (SMEs) for those affected crew positions.

5.9.7.4. Flight Examiner Upgrade. Pilot, flight engineer, and loadmaster flight examiner candidates will complete the appropriate C-5B ATS academics (until C-5M syllabus is available), and all ground and ATD training in the airplane.

5.9.8. Dual Qualification Policy. During the transition to C-5Ms, some crewmembers may need to maintain dual qualification (C-5M and C-5B). Dual qualification will be minimized and used only as a last resort to meet unit operational requirements. The approval authority for dual-qualification for pilots and flight engineers is the AMC/A3 or MAJCOM equivalent. Squadrons will use the Review and Certification process to recommend individuals for dual qualification. Request for dual qualification will include justification and expected duration of dual qualification. OG/CCs will use the following restrictions/guidelines.

5.9.8.1. Pilots

5.9.8.1.1. Recent (within six months DAS) arrivals (FAIP/OSA/Crossflow and SUPT) will not be dual qualified.

5.9.8.1.2. Dual qualification is not recommended for attached, on-loan, or squadron personnel with limited availability to fly based on additional duties.

5.9.8.1.3. Pilots will maintain full training requirements in both models. Table 4.1 and 4.2 items are dual credited. The following items from Table 4.4 may be dual credited: M030, P116, P118, P120, P260, P270 and P280. These events may be accomplished in the WST.

5.9.8.2. Flight Engineers (First Engineers or higher)

- 5.9.8.2.1. FEs will maintain full training requirements in both models. Table 4.1 and 4.2 items are dual credited except for G220. The following items from Table 4.5 may be dual credited: P145 and P280.
- 5.9.8.3. Second flight engineers will not be dual qualified.
- 5.9.8.4. All loadmasters will be dual certified.

Chapter 6

AIRCREW TRAINING SYSTEM (ATS)

6.1. Description. The C-5 ATS is a qualification, upgrade, and continuation training program for C5 pilots, FEs, LMs, and maintenance engine run technicians. Most ground training is provided by the ATS contractor while the Air Force conducts all flight training and administers all flight evaluations. The goal of the C5 ATS is to train C-5 aircrew members to the standards set in the master task list (MTL) and evaluation standards document (ESD). In achieving this goal, the ATS contractor trains crews through the use of CBT, cockpit procedures trainers (CPT), and WSTs. This section is a “how to” book on using the ATS and developed as a tool for C5 aircrew managers at the squadron, group, and wing. It is directive in nature, complementing guidance elsewhere in this instruction and contractor-provided courseware material.

6.2. General Information.

6.2.1. Applicability. This chapter applies to all AMC, AFRC, and ANG personnel using the C-5 ATS.

6.2.2. Responsibilities.

6.2.2.1. ATS Contractor. Each ATS site will provide academic and ATD training for C-5 crewmember requalification, upgrade, senior staff, difference, and continuation training programs to meet course objectives.

6.2.2.2. AMC/A3T is the overall management authority for C-5 contract training and will:

6.2.2.2.1. Ensure that contractor-provided academic and ATD training complies with policies, guidelines, and directives established by AMC headquarters and the current training contract.

6.2.2.2.2. Ensure performance objectives for contractor-provided training are achieved by monitoring overall contractor performance and submitting quality assurance program documentation when required.

6.2.2.2.3. Act as the focal point for review of all recommended initiatives directed toward the C-5 training contract. This includes recommendations for changes submitted by contractor or other Air Force agencies.

6.2.2.2.4. Convene and co-chair C-5 ATS quarterly Program Management Review (PMR) to review the program for currency, applicability, and effectiveness.

6.2.2.3. AMC/A3T.

6.2.2.3.1. Monitors all actions associated with the C-5 training program through close coordination with AMCAOS Det 6, 733 TRS, 436 OSS, and AFRC/A3T, and provides constructive reports and inputs concerning the training program, as required.

6.2.2.3.2. Provides assistance to other appropriate agencies to support the overall C-5 training program.

6.2.2.3.3. Through AMCAOS Det 6, acts as the focal point for review of all recommended initiatives directed toward the C-5 training contract. This includes recommendations for changes submitted by contractor or other Air Force agencies.

6.2.2.4. AFRC/A3T (through 733 TRS):

6.2.2.4.1. Ensures that contractor-provided academic and ATD FTU Course training complies with policies, guidelines, and directives established by AMC and the current training contract.

6.2.2.4.2. Ensures FTU C-5 contractor aircrew training performance objectives are achieved by monitoring overall contractor performance and submitting quality assurance program documentation when required.

6.2.2.4.3. Ensures instruction is of the highest quality through the review of crewmember critiques, evaluator feedback, FTU feedback, and their own evaluations.

6.2.2.4.4. Reviews and evaluates task analysis, objective hierarchy, and contractor courses and training materials for accuracy, currency, and effectiveness.

6.2.2.5. Air Force-Appointed ATS Project Officer (PO) and Quality Assurance Representative (QAR). POs and QARs are primary focal points and liaisons between the Air Force and contractors at each ATS site. POs and QARs are the only unit personnel empowered to evaluate contractor compliance with the ATS contract.

6.2.2.6. Wings and Groups:

6.2.2.6.1. Provide constructive reports and inputs concerning the C-5 ATS program.

6.2.2.6.2. Provide assistance and support with subject matter experts (SME).

6.2.2.6.3. Review the ETCA course description and adhere to guidance and procedures concerning requesting, allocating, sub-allocating, and confirming attendance at scheduled formal training courses. Close coordination with the FTU quota manager (733 TRS) is imperative to ensure effective utilization of training slots and contractor resources.

6.2.2.6.4. Syllabus Waivers. A waiver is required for any planned exception to the syllabus caused by special or unusual circumstances. Use the waiver request procedures described in paragraphs 1.5.3, 1.5.4.1, and 1.5.7 Do not accomplish or omit any training requested in a waiver until notification of approval. Maintain a record of all approved waivers in the student's training folder.

6.2.2.6.5. Syllabus Deviations. A syllabus deviation is any unplanned variation from syllabus requirements. Sq/CC approval is required for any syllabus deviation. Approval and justification for deviations will be annotated by the Sq/CC on a Form 4023, *Aircrew Training Progress Report*, and kept in the corresponding training folder.

6.2.3. Dedicated Training Time. It is imperative that aircrew members engaged in ATS courses complete their training in a timely and uninterrupted manner. Their time will be dedicated to that training program on a fulltime basis. Trainees will be relieved of all other duties not directly related to that training. **Exception:** Supervisory personnel may continue their normal duties as time permits.

6.2.4. **ATS Course Prerequisites.** Each ATS course is designed and based on certain prerequisites being met by the student prior to entry. Prerequisites may include a minimum number of flying hours, recommendation of the squadron operations officer, and the completion of some form of training guide. Consult the appropriate paragraph of this chapter and the course summary document (CSD) to determine student entry level for each.

6.2.5. **ATS Course Pework.** Some ATS courses require trainee preparation prior to class. This prework is considered an integral portion of the course and must be accomplished in order to receive completion credit. Pework may consist of reviewing study references, quizzes, takeoff and landing data preparation, or any combination of the above. In every case, the required prework is described in the appropriate student guide. When required, the ATS contractor will ensure training guides are distributed to units in time for prework completion.

6.2.6. **Course Material.** All student guides, training guides, etc., will be provided by the ATS contractor. Local procedures will be developed by unit training offices to ensure that students bring the current version of the material to the start of each class.

6.2.7. **Terminology.**

6.2.7.1. **Aircrew training device (ATD)**—includes CPTs, PTTs, and WSTs.

6.2.7.2. **Part Task Trainer (PTT)**—device used to practice a specific task such as Flight Management System operation, cargo door operation, or aerial refueling. This device develops skills independent of other mission tasks.

6.2.7.3. **Weapon System Trainer (WST)**—device which provides a synthetic flight and tactics environment in which aircrews learn, develop, improve, and integrate the skills associated with their crew positions. Crew positions may operate individually or as a team.

6.2.7.4. **Computer Based Training (CBT)**—ground training system which uses computer generated graphics and text in conjunction with interactive video as the primary medium of instruction.

6.2.7.5. **Browser**—An individual who views or reviews CBT lessons or courses, on an as-available basis, but not in direct fulfillment of an ATS course in which he or she is enrolled, e.g., a C-5 pilot might view first FE lessons as a “browser” to improve knowledge of FE normal procedures.

6.3. MTL/ESD.

6.3.1. **MTL/ESD Purpose.** The MTL/ESD was developed through a joint contractor and Air Force effort and provides the basis for ATS courseware development. AMC/A3T has approved the MTL/ESD as the baseline document for validating C-5 aircrew member performance. Flight examiners and instructors who evaluate or train C-5 crewmembers will use criteria established by the MTL/ESD to determine the ability of an individual to meet the performance levels required to be mission-qualified.

6.3.2. **MTL/ESD Use.** The MTL/ESD will be used as a reference document by flight examiners and instructors to establish standards in the training and evaluation of C5 aircrew members. Distribution of the MTL/ESD is sufficient to ensure that each squadron has reference copies for each crew position. Recommended changes will be submitted through

Air Force channels using the ATS contractor's quality assurance change proposal (QACP) process (see paragraph 6.15).

6.4. Air Force and ATS Contractor Interface.

6.4.1. Unsatisfactory Student Progress.

6.4.1.1. If progress is considered unsatisfactory at any time during a student's training, the ATS contractor will notify the responsible Air Force representative (training office, squadron operations officer, etc.). Following a joint Air Force and ATS contractor review of the identified student's record, the Air Force will determine to continue or terminate training.

6.4.1.2. The ATS contractor will provide written feedback to the squadron operations officer on students who display substandard performance, lack of preparation or participation, or poor attitude during annual proficiency and refresher training.

6.4.1.3. Remediation Procedures. The ATS contractor must receive prompt notification of failed flight evaluations that culminate an ATS course. Local procedures must ensure that this notification is completed within 24 hours of the failure for local evaluations and within 24 hours after return to home station for off station evaluations. The appropriate MTL/ESD task must be referenced for all failed evaluations. Student remediation subsequent to a failed flight evaluation may be the ATS contractor's responsibility, Air Force's responsibility, or a joint responsibility, depending on the nature of the failure. In every case, close coordination is required to achieve maximum student progress. Direct contact with the appropriate ATS contractor instructor supervisor is encouraged.

6.4.1.4. It is essential the AMC evaluation, to guarantee standards, be conducted in a timely manner following the student's completion of the contractor-conducted training.

6.4.2. Flight ATS Contractor Flight Operations.

6.4.2.1. IAW AFI 11-401 and the C-5 Aircrew Training System contract, C-5 ATS instructors are permitted to fly on C-5 aircraft on a non-interference basis.

6.4.2.1.1. Designated contractor pilot and flight engineer instructors are authorized to observe their students on a non-interference basis during local training flights following their students' completion of the WST phase of instruction in formal courses. Instructors will be considered AMC unqualified aircrew members. They are authorized a seat on the flight deck, if available, during any phase of flight. Emergency procedures and touch-and-go landings may be accomplished. Instructors will not be allowed access to aircraft controls, nor will they occupy a primary crew position.

6.4.2.1.2. On overseas missions, the instructors must remain with their home station crew unless the mission is re-routed to a sensitive or possible hostile area. In this case the instructors may join a C-5 mission going back to home station or return at ATS contractor's expense.

6.4.2.1.3. Contractor Simulator Certification Pilots. The contractor's designated simulator test pilots, authorized by the contract's government flight representative, are permitted to fly on local training flights as crew members at the controls in order

to assess and maintain simulator fidelity. They are authorized to accomplish the following events:

6.4.2.1.3.1. Takeoffs.

6.4.2.1.3.2. Touch-and-go and full stop landings.

6.4.2.1.3.3. Precision, nonprecision, circling, and missed approaches.

6.4.2.1.3.4. Simulated emergencies.

6.4.2.1.3.5. Other standard maneuvers, as required, to assess simulator versus aircraft handling characteristics.

6.4.2.1.3.6. Flights to accomplish these events listed are limited to one hour of flying time once per quarter. Request any additional needs to fly the aircraft through AMC/A3TA. In flight all events will be accomplished under the direct supervision of a USAF, AFRC, or ANG instructor pilot. Each event will be practiced to proficiency in the WST within 30 calendar days prior to the flight.

6.4.2.2. Training requirements. Designated contractor instructors will accomplish emergency egress and Aircrew Flight Equipment/emergency equipment training annually.

6.4.2.3. The following special provisions apply.

6.4.2.3.1. In no cases will the USAF be held liable for loss of productivity by contractor flight personnel due to mission diversions, delays, or cancellations.

6.4.2.3.2. Contractor personnel will be subject to medical examination and toxicological testing if involved in an aircraft mishap. Commanders will use discretion in determining when contractor flight personnel are to be examined or tested. Contractor flight personnel will also provide written statements and other information relating to the mishap as required by the mishap investigator. Contractor statements are protected under the privileged, limited use provisions of AFI 91-204, *Safety Investigations and Reports*.

6.4.2.3.3. Contractor instructors and pilots, when flying on local flights will be designated "MEP" in the crew position column of the AMC Form 41, Flight Authorization Order. Pilots will be designated as "CP UNQ" in the crew qualification column, engineers as "FE UNQ".

6.4.2.3.4. Each C-5 contractor site manager will designate in writing those contractor instructors and simulator test pilots eligible for participation in flight operations. Simulator test pilot eligibility is limited to one at each site possessing a WST. These lists will be provided to the AF Site Project Officer and AMC/A3TA. The contractor will immediately notify the Air Force of employees who are terminated or no longer eligible to participate in flight operations.

6.5. Crew Resource Management (CRM).

6.5.1. CRM Development. CRM has been designed to train aircrew members to cope with potential problems in human behavior affecting a crew's performance. Documented studies of aircraft accidents and additional data suggest most human behavior problems observed

among aircrews could be grouped into three categories: interpersonal communications, situational awareness, and flight team leadership.

6.5.2. CRM Program. CRM is presented on a recurring basis throughout the C5 ATS. An introduction to CRM is presented during initial qualification training. Two mission oriented simulator training (MOST) missions are presented during the annual simulator proficiency. These simulator periods are dedicated to reviewing and applying CRM principles during simulated operational mission scenarios.

6.6. ATS Courses.

6.6.1. Continua Overview.

6.6.1.1. 30 courses make up the C-5 ATS. Qualification levels in each continuum reflect progression of crewmember training from entry status through upgrade to flight examiner. A crewmember's point of entry into a continuum is dependent on previous experience and training, current crew qualification in the C-5, and currency status. Paragraphs 6.7, 6.8, and 6.9. provide additional details for each of the individual courses. Use of ATS courses for qualification, upgrade, and refresher is mandatory unless waived by AMC/A3TA.

6.6.1.2. The ATS contractor's course designation follows each subparagraph number of paragraphs 6.7, 6.8, 6.9, and 6.10 along with the locations where the course is normally offered. Main operating bases (MOB) are Dover AFB, Lackland AFB, Travis AFB, Memphis IAP, Martinsburg ANGB, and Westover ARB. Lackland AFB is the FTU for AMP C-5s. Dover AFB is the FTU for the C-5M. The scheduled course length follows location.

6.7. Pilot Continuum.

6.7.1. Pilot Initial Qualification (AMP) Course (PIQ) (FTU) (62) or Pilot Initial Qualification (C-5M) Course (M-PIQ) (FTU) (64).

6.7.1.1. This course is designed for an SUPT graduate or any pilot who does not have the requisite flying hours/experience for entry into the ACIQ course.

6.7.1.2. Course graduates are qualified to operate the aircraft from the left or right seat. Graduates are familiar with aerial refueling pilot monitoring duties and partially mission-qualified.

6.7.2. Aircraft Commander Initial Qualification (AMP) (ACIQ) Course (FTU) (52) or Aircraft Commander Initial Qualification (C-5M) (M-ACIQ) Course (FTU) (52).

6.7.2.1. Course graduates are evaluated in the left seat, either as a pilot or aircraft commander, depending on their proficiency. Right-seat evaluation is possible if proficiency does not warrant a pilot or aircraft commander evaluation.

6.7.2.2. Prerequisites:

6.7.2.2.1. Pilots must have at least 1000 hours total flying time and previous certification as a fixed-wing aircraft commander, or a first assignment IP (FAIP).

6.7.3. Pilot Mission Qualification, Phase I (ACMQ-I) (MOB) (8).

6.7.3.1. This prepares an ACIQ Course graduate to be mission-qualified. This is optional for prior strategic airlift aircraft commanders and PRCP pilots.

6.7.3.2. Prerequisites:

6.7.3.2.1. Successful completion of the ACIQ Course to include an aircraft commander flight evaluation.

6.7.4. Pilot Air Refueling Qualification (PAR) (FTU/MOB) (12).

6.7.4.1. Course graduates are qualified to perform air refueling procedure on training/operational missions

6.7.4.2. Prerequisites:

6.7.4.2.1. Completion of the ACIQ Course, qualified as an aircraft commander, or identified for AC upgrade.

6.7.4.3. Air Force instructors conduct the ARPTT portion of this course.

6.7.5. Pilot Mission Qualification, Phase II (ACMQ-II) (MOB) (8).

6.7.5.1. This prepares pilots for upgrade to and certification as a mission-ready aircraft commander.

6.7.5.2. Prerequisites:

6.7.5.2.1. Completion of the ACIQ Course and the ACMQ-I, as applicable.

6.7.5.2.2. Completion of V281.

6.7.5.2.3. Minimum flight-time requirements are a total of 1000 hours with 200 hours of C-5 time (100 if a prior aircraft commander or FAIP).

6.7.6. Instructor Aircraft Commander Qualification (IP) (FTU) (12).

6.7.6.1. Graduates are evaluated in the right and left seat and qualified as instructor pilots.

6.7.6.2. Prerequisites:

6.7.6.2.1. Candidates must be C-5 aircraft commanders with a minimum 200 hours after AC certification.

6.7.6.2.2. Sq/CC recommendation.

6.7.7. Instructor Pilot Air Refueling Qualification (ARIP) (MOB) (2).

6.7.7.1. This provides the aircraft commander instructor pilot with procedural knowledge and skills for instructor qualification in air refueling.

6.7.7.2. Prerequisites:

6.7.7.2.1. Instructor aircraft commander qualified. NOTE: ARIP can be completed simultaneously with IAC upgrade if academic and simulator portions for both courses are completed prior to the flying phase.

6.7.7.2.2. Air refueling qualified.

6.7.7.2.3. Sq/CC recommendation.

6.7.8. Pilot Flight Examiner (FEAC) (MOB) (4).

6.7.8.1. This qualifies an instructor pilot for upgrade to flight examiner.

6.7.8.2. Prerequisites:

6.7.8.2.1. Candidate must be a qualified C5 instructor pilot.

6.7.8.2.2. Sq/CC recommendation.

6.7.9. Pilot Requalification (PREQ) (MOB) (19).

6.7.9.1. This course re-qualifies pilots to the highest basic crew position previously held, i.e., pilot or aircraft commander.

6.7.9.2. Eligible candidates are graduates of a C-5 initial qualification course or a C-5 AMP or C-5M differences course returning to C-5 crew duties after being unqualified up to 39 months at the end of a non-flying assignment or 51 months at the end of any active flying assignment to 8 years.

6.7.9.3. Candidates should complete the following within 60 days prior to enrollment: ETCA aircraft clothing and equipment requirements, AMC and unit required “block training”, G010, and LL04.

6.7.9.4. Units ensure prompt issue of T.O.s, Air Force and AMC publications, and study guides. Self-study and review time are encouraged prior to attendance.

6.7.9.5. Candidates will complete a Form 63, *Active Duty Service Commitment (ADSC) Acknowledgement Statement*, before starting training. Pilot requalification graduates will incur an ADSC of 3 years.

6.7.9.6. After completion of the requalification course and prior to certification as a mission-ready aircraft commander, pilots must complete V281. Review of V280 is encouraged.

6.7.9.7. Legacy pilots assigned to AMP-equipped units can requalify by accomplishing the legacy PREQ course and completing AMP differences training, or completing the Legacy-to-AMP (LAMP) course. The LAMP course must be coordinated through the local training office.

6.7.10. Pilot Senior Officer (PSOC) (FTU) (8). This course is designed for senior officers and will be adjusted to meet their needs.

6.7.11. Pilot AMP Differences (PAD) (MOB) (16). This course provides academic and simulator training required to certify a qualified C-5 pilot in an AMP-modified aircraft. See paragraph 5.8.

6.7.12. Pilot C-5M Differences (PMD) (MOB) (16). This course provides academic and simulator training required to certify a qualified C-5 pilot in the C-5M. See paragraph 5.9

6.8. FE Continuum.

6.8.1. FE Initial Qualification (AMP) (FEIQ) (FTU) (92), or FE Initial Qualification (C-5M) (M-FEIQ) (FTU) (92).

6.8.1.1. Candidates are qualified second FEs upon completion.

6.8.1.2. Prerequisite is successful completion of the Basic Flight Engineer (BFE) course.

6.8.2. First FE Qualification (FFEQ) (MOB) (10).

6.8.2.1. This prepares a second FE for upgrade to first FE.

6.8.2.2. Prerequisites:

6.8.2.2.1. Qualified as a C-5 second FE with 300 PAI hours minimum or prior AMC flight engineer who has completed the FEIQ Course.

6.8.2.2.2. Completing the first FE Training Guide.

6.8.2.2.3. Sq/DO recommendation.

6.8.3. FE Instructor (IFE) (FTU) (13).

6.8.3.1. Candidates are qualified FE instructors upon completion. FE instructor candidates who have been instructor qualified and certified in any Air Force aircraft may upgrade in-unit.

6.8.3.2. Prerequisites:

6.8.3.2.1. Qualified as C-5 first FE.

6.8.3.2.2. Sq/DO recommendation.

6.8.4. FE Flight Examiner (FEFE) (MOB) (3).

6.8.4.1. This is designed to qualify an instructor FE as flight examiner.

6.8.4.2. Prerequisites:

6.8.4.2.1. Qualified C-5 instructor FE.

6.8.4.2.2. Sq/CC recommendation.

6.8.5. FE AMP Differences (FEAD) (MOB) (9). This course provides academic and simulator training required to certify a qualified C-5 FE in an AMP-modified aircraft. See paragraph 5.8.

6.8.6. FE C-5M Differences (FEMD) (MOB) (16). This course provides academic and simulator training required to certify a qualified C-5 FE in C-5M. See paragraph 5.9

6.9. LM Continuum.

6.9.1. LM Initial Qualification (LMIQ) (FTU) (42).

6.9.1.1. Graduates are C-5 unqualified LMs and must attend the LM Mission Qualification Course (LMMQ) to become fully mission-qualified.

6.9.1.2. Course prerequisite is successful completion of the Basic Loadmaster (BLM) course.

6.9.2. LM Mission Qualification (LMMQ) (MOB) (11).

6.9.2.1. This prepares the LMIQ Course graduate to be fully mission-qualified.

6.9.2.2. Prerequisites:

6.9.2.2.1. Completion of the C-5 LM Initial Qualification Course (FTU).

6.9.2.2.2. Completion of initial ground training requirements of this instruction and AFI 11-202v1.

6.9.3. LM Instructor Qualification (ILM) (MOB) (14).

6.9.3.1. This trains fully qualified LMs to become instructors.

6.9.3.2. Prerequisites.

6.9.3.2.1. Students must be recommended by their Sq/DO.

6.9.4. LM Flight Examiner (FELM) (MOB) (3). This prepares instructor LMs for upgrade to flight examiner. Candidates must be recommended by their Sq/CC. Prerequisites include specific reading assignments that must be accomplished prior to start.

6.9.5. LM AMP Differences (LMAD) (MOB) (1). This course provides academic and ATD training required to certify a qualified C-5 LM in an AMP-modified aircraft. See paragraph **5.8**.

6.9.6. LM C-5M Differences (LMMD) (MOB) (1). This course provides academic and ATD training required to certify a qualified C-5 LM in C-5M. See paragraph **5.9**

6.10. Continuation Training.

6.10.1. Pilot and FE Proficiency Course (PREF or FEREF) (FTU, MOB) (8). This course builds on experience gained since completing initial qualification courses. While primarily designed for a qualified crewmember, it may also be used to train crewmembers who are temporarily in an unqualified status. Prior coordination with unit training office is required prior to scheduling unqualified crewmembers. Enrollees must, however, be graduates of a C-5 initial qualification course. In the event that unqualified and/or upgrading crewmembers attend this course, they are required to bring their training guides so that the ATS contractor instructors may review and grade their performance. All items listed on pilot and FE MTL/ESDs may be covered during the course. The following additional requirements apply:

6.10.1.1. Preparation. All assigned takeoff and landing data, reading assignments, and quizzes must be completed prior to each mission to earn completion credit. All professional equipment and publications must be available for use.

6.10.1.2. Crew Qualification. Schedule crews as would be scheduled for a normal mission. Unqualified and noncurrent crewmembers may be used as fill-ins on a limited basis. Squadrons will make every effort to schedule crews in realistic crew complements (e.g., aircraft commander, pilot, two first engineers, or a first engineer and a second engineer). Missions may be altered to permit flexibility in training; however, all outlined items must be completed during the annual ATD program.

6.10.1.3. Attendance. Crewmembers must attend the entire pre-brief, mission, and debrief in order to receive credit for a particular mission

6.10.1.4. This course consists of two simulator periods conducted quarterly. The first simulator period will concentrate on malfunctions, upsets, and normal and emergency procedures. The second simulator period will be a Mission-Oriented Simulator Training (MOST) mission which emphasizes CRM principles and applications. G230, CRM Refresher, may be credited after completion of this course.

6.10.2. Simulator Proficiency Sortie (SPS) (G250) (MOB) (1). The SPS is a WST sortie designed to satisfy M010 and checkride requirements, and accommodate two to three pilots under the supervision of an Air Force instructor pilot or an ATS contractor pilot instructor. See [Chapter 7](#) for a description of an M010.

6.10.3. FE Systems Refresher (FESR) (MOB) (5). This maintains FE knowledge and proficiency at the mission-qualified level. First flight engineers and higher will attend C-5 Flight Engineer Systems Refresher (FESR) annually. FESR for second flight engineers is optional but encouraged. Individuals who instruct in the FESR may take credit for that portion of the course actually taught. FEs who complete Flight Engineer Instructor (IFE) or First Flight Engineer Qualification (FFEQ) may credit the FESR.

6.10.4. LM Refresher Course (LMREF) (MOB) (3). Course is designed to be accomplished in 3 days; however, length may vary with individual student proficiency and knowledge. LMs will attend refresher training annually. The block training will include all annual ground training required to maintain currency. Use LM initial qualification date to establish the date training last completed. Individuals who instruct in the LM refresher may take credit for that portion of the course actually taught. LMs who attend Loadmaster Initial Qualification (LMIQ), Loadmaster Mission Qualification (LMMQ), or the Instructor Loadmaster Qualification (ILM) course will satisfy annual refresher training requirements. Loadmaster refresher training satisfies the Hazardous Cargo (G182) ground continuation training requirement.

6.10.4.1. Manuals and professional gear are required for accomplishing assessment tests and CPT systems training.

6.10.4.2. A CRM refresher session is included in the LMREF. Because of the interaction required, it is imperative to have a full class so the CRM session can meet its objectives.

6.10.4.3. All qualified C-5 LMs are authorized to use the C-5 AFF program during the LMREF.

6.11. Air Force Instructor Flight Training Handbook.

6.11.1. This publication provides Air Force instructors with general information, guidance for administering flight training and evaluations, instructions for completing training records, listing of ATS training forms required for each, disposing training records, and recommended profiles for training flights. Squadron training offices will maintain a copy of this handbook.

6.11.2. All personnel are encouraged to submit changes to the handbook according paragraph [6.15](#).

6.12. Scheduling.

6.12.1. Local Procedures. Local procedures will be developed at each of MOB for scheduling ATS students. The unit training office at each MOB will ensure that procedures are sufficient to minimize schedule changes and turbulence. Missions will not be scheduled with only one flight engineer without the approval of the active duty operations group commander (not applicable to AFRC/ANG). ATS contractor personnel will not substitute or fill-in for missing or late crewmembers.

6.12.2. Enrollment. Enrollment for all ATS courses will be accomplished through the unit training office at MOBs. Each MOB training office will also establish procedures to

accommodate ANG and AFRC training requirements. Names and other personal data required by the ATS contractor will be passed to their scheduler not later than the time established by the host training office.

6.12.3. Class Size. Class size for all ATS courses will be as established in the appropriate course summary document (CSD). Every attempt will be made by the MOB training office to ensure that all classes are filled. Scheduling personnel from different squadrons in the same class is encouraged in order to efficiently use all ATS allocations. The ATS may accommodate less than full classes on a case-by-case basis when the class is needed to obtain mission ready status, e.g., pilot requalification.

6.12.4. Remediation Scheduling. When a student is required to return to the ATS contractor for remediation of deficient areas or for mandated academic training sessions, the student's squadron will coordinate with the appropriate ATS contractor instructor supervisor to arrange a training date.

6.12.5. Late or No-Shows. Course completion credit may be withheld in cases where student tardiness interferes with class training. For WST and CPT sessions, late is defined as 15 minutes after mission briefing time. Classes that cannot be conducted without the late student's presence will be cancelled at the 30-minute point; e.g., a WST session that has a pilot no-show will be cancelled since the mission cannot be effectively conducted.

6.12.6. Cancellations. Deletions from the ATS schedule will vary at each training site because of the training offered and the impact to scheduling. Deletions from the ATS schedule made prior to 1200 the duty day before class start are considered cancellations and will not be counted against student throughput. Deletions made after that time will be considered no-shows. Due to the impact of scheduling changes on PFT, FTU cancellations must be made not later than Wednesday of the week prior to class start.

6.12.7. WST Wing Option / Government Use Time.

6.12.7.1. The ATS contractor will provide a predetermined number of hours per month (cumulative on all devices), per site, for AMC use of the training equipment. An operator (not instructor) will be provided during this "option" time.

6.12.7.2. If an Air Force instructor is required, he should provide the operator with a lesson plan or outline prior to entering the device.

6.12.8. Fill-Ins. Fill-in time will be made available for flight engineers in support of pilot courses and vice versa. The fill-in student can gain valuable experience and needed upgrade training during these periods. Mission profiles will be flown to support the scheduled training. Additional training/currency items may be accomplished as time and conditions permit.

6.12.9. Unit WST Support. Units are required to provide pilot or FE support for WST courses when necessary. Unit training offices will establish procedures to determine when support is required and notify the appropriate personnel. If support is not provided, the course may be canceled.

6.13. Administration.

6.13.1. Project Officers (PO) and Quality Assurance Representatives (QAR). Air Force-appointed ATS POs and QARs are primary focal points and the liaison agency between the

Air Force and the ATS contractor. POs and QARs are the only Air Force personnel empowered to evaluate any component of contract compliance. These individuals are entrusted with quality assurance, are the only authorized office (unit-level) to direct contractor to perform or stop work via the contracting officer's direction, and are accountable for these actions. Each wing or group commander will establish ATS PO and QAR positions and enforce directives, requirements, and procedures established by DOD and MAJCOM directives and publications. ATS POs and QARs must maintain a current copy of the ATS contract, designated quality assurance regulations and directives, and quality assurance procedures.

6.13.2. Summative Evaluation. AMC has established a requirement for the ATS contractor to evaluate on-the-job performance of the ATS program and its graduates. The objective of this on-going "summative evaluation" is to ensure the ATS produces qualified graduates. The ATS contractor has established a system to ensure a steady flow of information to maintain the quality, effectiveness, and currency of ATS. Revisions to ATS will be based on this information.

6.13.3. ATS Feedback. Feedback includes inputs from graduates, supervisors, and evaluators. Analysis of these data helps to determine if on-the-job performance of graduates meets MTL/ESD standards. The importance of this on-the-job performance feedback from graduates, supervisors, and evaluators cannot be overemphasized. The data are vital to establishing a database to identify trends and support revisions to the ATS.

6.13.4. ATS Data Collection. Evaluator feedback questionnaires, post-training graduate questionnaires, and personal interviews are used to collect feedback data on the ATS. For more information regarding questionnaires and interviews, contact the local ATS contractor training manager.

6.13.4.1. Evaluator feedback questionnaires (*not applicable to FTU personnel*). Complete one of these questionnaires for every flight evaluation, regardless of whether or not the examinee is a graduate of the ATS, and return to the ATS contractor.

6.13.4.2. Post training graduate feedback questionnaire. The ATS contractor sends questionnaires to the graduate's supervisors within 2 months after the graduate has completed training. Squadrons must ensure questionnaires are distributed to the graduate's supervisors and time is made available to complete them. The supervisor will complete questionnaires and promptly return them to the ATS contractor.

6.13.4.3. Personal Interviews. These interviews are used to obtain first hand information from graduates, supervisors, and evaluators on how well the ATS is performing. The ATS contractor will coordinate directly with the unit and provide the names of individuals selected for interviews. Date, time, and location will be selected so as not to interfere with either the unit's mission or the individual's schedule. The ATS contractor instructor or management personnel will conduct the interview.

6.13.5. Training Forms. Use of ATS training forms is explained in each Air Force instructor flight training handbook and in applicable student guides.

6.13.6. Notification of Evaluations. All ATS training folders will be returned to the ATS contractor complete with evaluation results and a completed evaluation feedback

questionnaire, within 5 working days after the flight evaluation or unit certification. For off-station evaluations, use 5 working days after return to home station as a guide.

6.14. Browsing.

6.14.1. Application. This paragraph applies to browser students using the CBT portion of the ATS.

6.14.2. Procedures.

6.14.2.1. Browser time is on a space-available basis.

6.14.2.2. All browser requests are to be coordinated with the ATS contractor's scheduling section.

6.14.2.3. Browsers may review all lessons.

6.14.2.4. LM mission qualification students are not to be scheduled as browsers to review a lesson for remediation of deficient areas. Remediation for this will be scheduled by coordinating with the ATS contractor's LM supervisor.

6.15. Courseware Changes. Changes to ATS courseware, including the MTL/ESD, may be proposed by any C-5 crewmember. Changes are submitted on the ATS contractor's quality assurance change proposal (QACP) form. QACPs will be sent through operations group training channels to Detachment 6 AMCAOS at Lackland AFB, Texas. Detachment 6 will coordinate with the ATS contractor and originator, and provide feedback to reflect action taken. QACP forms are available from the ATS contractor at each site.

Table 6.1. C-5 ATS Courses.

Pilot	
Course Title	Course ID
Air Force Mission Support System	AFMSS
Pilot Initial Qualification C-5M	M-PIQ
Pilot Initial Qualification (AMP)	PIQ
Pilot Initial Qualification (Legacy)	PIQ-II
Pilot Aerial Refueling Qualification	PAR
Pilot Flight Examiner Qualification	FEAC
Pilot Requalification	PREQ
Instructor Pilot Qualification	IP
Pilot Senior Officer Qualification	PSOC
Instructor Pilot Aerial Refueling Qualification	ARIP
Pilot Simulator Proficiency	PREF

Aircraft Commander Initial Qualification C-5M	M-ACIQ
Aircraft Commander Initial Qualification (AMP)	ACIQ
Aircraft Commander Initial Qualification (Legacy)	ACIQ-II
Pilot Mission Qualification, Phase I	ACMQ-I
Pilot Mission Qualification, Phase II	ACMQ-II
Simulator Proficiency Sortie	SPS
Pilot AMP Differences	PAD
Pilot C-5M Differences	PMD
Flight Engineer	
Flight Engineer Initial Qualification C-5M	M-FEIQ
Flight Engineer Initial Qualification (AMP)	FEIQ
Flight Engineer Initial Qualification (Legacy)	FEIQ-II
First Flight Engineer Qualification	FFEQ
Flight Engineer Instructor Qualification	IFE
Flight Engineer Simulator Proficiency	FEREF
Flight Engineer Flight Examiner	FEFE
Flight Engineer Systems Refresher	FESR
Flight Engineer AMP Differences	FEAD
Flight Engineer C-5M Differences	FEMD
Loadmaster	
Loadmaster Initial Qualification	LMIQ
Loadmaster Mission Qualification	LMMQ
Loadmaster Instructor Qualification	ILM
Loadmaster Flight Examiner Qualification	FELM
Loadmaster Refresher	LMREF
Loadmaster AMP Differences	LAD
Loadmaster C-5M Differences	LMD
Maintenance	
Maintenance Engine Run Qualification	MERQ
Maintenance Engine Run Refresher	MERR

Maintenance Engine Run AMP Differences	MERAD
Maintenance Engine Run C-5M Differences	MERMD

Chapter 7

ARMS IDENTIFIERS AND COURSE DESCRIPTIONS

7.1. Description. Event Identifiers and Descriptions.

Table 7.1. ARMS Identifiers.

Identifier	Group	Paragraph
A	Academic training	7.2
AA	USAF-Specified	7.3
AD	Airdrop	7.4
AS	Airland	7.5
B	Navigation & Individual Proficiency	7.6
C	Miscellaneous	7.7
E	Miscellaneous	7.7
FE	Miscellaneous	7.7
FF	Flight Surgeon	7.8
FR	Formation Departure & Recovery	7.9
G	Ground Training	7.10
LL	Aircrew Flight Equipment	7.11
M	Mission Specific	7.12
NV	NVG	7.13
P or R	Proficiency	7.14
Q	Qualification	7.15
RS	Tactical Approaches / Departures	7.16
SK	SKE	7.17
SS	SERE	7.18
V	Global Ready Aircraft Commander	7.19
VL	Visual Low Level	7.20
VT	Visual Threat Recognition & Avoidance	7.21
VV	NVG	7.22
X	Unit Defined	7.23

7.2. Academic (A) Training Identifiers. Not used.

7.3. USAF-Specified (AA) Training Events.

7.3.1. AA01 Qualification Check.

7.3.2. AA02 Qualification Check, Simulator.

- 7.3.3. AA11 Instrument Check.
- 7.3.4. AA12 Instrument Check, Simulator.
- 7.3.5. AA21 Combined Qualification and Instrument Check.
- 7.3.6. AA22 Combined Qualification and Instrument Check, Simulator.

7.4. Airdrop (AD) Training Events. Not Used.

7.5. Airland (AS) Training Events. Not Used.

7.6. Navigations & Individual Proficiency (B) Events. Not Used.

7.7. Miscellaneous.

7.7.1. C040 Mobility Folder Review.

7.7.1.1. Purpose: Event to track preparedness and ancillary training.

7.7.1.2. Description: The unit commander ensures unit personnel prepare for deployment (non-aircrew duties) in accordance with this AFI, AFMAN 10-401, and AFI 36-507.

7.7.1.3. OPR: Unit Commander, Unit Deployment Manager, and individual crewmembers.

7.7.1.4. Additional Information: See AFI 10-403, *Deployment Planning and Execution*. Frequency of this event will be determined by the unit. Additionally, loadmasters are exempt from the Pallet Buildup/Cargo Preparation requirements.

7.7.2. E030 Passport.

7.7.2.1. Purpose: Track passport expiration dates for crewmembers.

7.7.2.2. Description: It is AMC policy for all crewmembers to have a current Official US passport in order to comply with country entry requirements specified in the Foreign Clearance Guide.

7.7.3. E035 Secondary Passport.

7.7.3.1. Purpose: Track secondary passport expiration dates for crewmembers.

7.7.3.2. Description: As required for unit mission. Primary use is for visa application.

7.7.4. E112 Information Protection.

7.7.4.1. Purpose: Ensure all personnel using Air Force information systems understand the necessity and practice of safeguarding information processed, stored, or transmitted on all these systems. See course description in ETCA, Ancillary Training. **Reference:** USAF-wide web-based training program. This training replaces: Information Security (INFOSEC); NATO Security; E100--Information Assurance (IA); Records Management; Privacy Act; and Freedom of Information Act. Training can be located at the Air Force Portal <https://www.my.af.mil/faf/FAF/fafHome.jsp> / Top Viewed: Training / ADLS

7.7.5. E113 Human Relations.

7.7.5.1. Purpose: See course description in ETCA, Ancillary Training. **Reference:** USAF-wide web-based training program. This training replaces Combat Trafficking and

Suicide Awareness and Violence Prevention (SVAT). Combating Trafficking in Persons (must complete this section prior to SVAT being able to open). Training can be located at the Air Force Portal <https://www.my.af.mil/faf/FAF/fafHome.jsp> / Top Viewed: Training / ADLS.

7.7.6. E114 Force Protection.

7.7.6.1. Purpose: See course description in ETCA, Ancillary Training. **Reference:** USAF-wide web-based training program. This program replaces G110, Level 1 Antiterrorism Training. Training can be located at the Air Force Portal <https://www.my.af.mil/faf/FAF/fafHome.jsp> / Top Viewed: Training / ADLS.

7.8. Flight Surgeon Sorties.

7.8.1. FF00 Total Flight Surgeon Sortie.

7.8.1.1. Purpose: Ensure that Flight Surgeons maintain minimum currency requirements.

7.8.1.2. Description: Flight surgeons may log more than one sortie per day; however, no more than one sortie per single calendar day will be credited towards semi-annual and annual sortie requirements. Flight surgeons must fly at least 50 percent of their annual minimum requirements in primary unit aircraft unless assigned or attached to operational units equipped only with single place aircraft or deployed away from their primary unit for more than 90 days. To maintain currency, time between flights must not be more than 60 days.

7.8.2. FF11 Primary Day Flight Surgeon Sortie.

7.8.2.1. Purpose: Ensure that Flight Surgeons maintain day time currency in primary assigned aircraft.

7.8.2.2. Description: Flight surgeons may log more than one sortie per day; however, no more than one sortie per single calendar day will be credited towards semi-annual and annual sortie requirements. Flight surgeons must fly at least 50 percent of their annual minimum requirements in primary unit aircraft unless assigned or attached to operational units equipped only with single place aircraft or deployed away from their primary unit for more than 90 days.

7.8.3. FF12 Primary Night Flight Surgeon Sortie.

7.8.3.1. Purpose: Ensure that Flight Surgeons maintain night time currency in primary assigned aircraft.

7.8.3.2. Description: Flight surgeons may log more than one sortie per day; however, no more than one sortie per single calendar day will be credited towards semi-annual and annual sortie requirements. Flight surgeons must fly at least 50 percent of their annual minimum requirements in primary unit aircraft unless assigned or attached to operational units equipped only with single place aircraft or deployed away from their primary unit for more than 90 days. A night sortie is one on which either takeoff or landing and at least 50 percent of flight duration or one hour, whichever is less, occurs during night time, as defined in AFI 11-401.

7.9. Formation Departure & Recovery (FR) Training Events. Not Used.

7.10. Ground (G) Training Events.

7.10.1. Records and Documentation. Units should use AF AF FORM 1522, ARMS Additional Training Accomplishment Input, or a locally developed accomplishment report, to record training accomplishments. Small arms training will be recorded on AF Form 522, USAF Ground Weapons Training Data as prescribed by AFI 36-2226. Course instructors will deliver these forms to the appropriate scheduling and training documentation sections within one duty day after the class is taught. If additional forms are required, see AFI 33-360, *Publications and Forms Management*, for guidance.

7.10.2. G002 Aircraft Marshaling Training and Examination.

7.10.2.1. Purpose: To ensure crewmembers understand proper marshaling procedures to prevent aircraft taxi incidents.

7.10.2.2. Description: Review of AFI 11-218, *Aircraft Operations and Movement on the Ground*, followed by a 20-question test.

7.10.2.3. OPR: AMC/A3T.

7.10.2.4. Unit: ATS Contractor/ Squadron.

7.10.2.5. Additional Information: Conducted during formal school academics upon the first assignment to aircrew duties requiring knowledge of marshaling signals. NMR crew members that complete this event during initial qualification training do not need to re-accomplish it at the first duty station. However, qualified MR crewmembers transferring between units will require re-completion of Aircraft Marshaling Training and Examination (i.e., PCS from Charleston to Hickam).

7.10.3. G003 Flightline Security and Drivers Examination.

7.10.3.1. Purpose: To ensure crewmembers understand proper flightline driving and security procedures. Aircrew members who are required to drive on the flightline must receive this course.

7.10.3.2. Description: Training, examination, and certification to drive vehicles on the flightline according to local procedures. Also includes a briefing by the airfield management or security forces covering the physical layout of restricted areas and owner or user responsibility for security reporting and detection.

7.10.3.3. OPR: AMC/A3A/SFO Unit: Chief, Airfield Management and Flightline Constable.

7.10.3.4. Additional Information: Unit commanders determine the required number of crew members authorized to drive on the flightline.

7.10.4. Flight Physical.

7.10.4.1. Purpose: Ensure that aircrew members are physically fit to perform aircrew duties.

7.10.4.2. Description: AFI 48-123v3, *Flying and Special Operational Duty* and AFI 44-170, *Preventative Health Assessment* Flight physicals become due 366 days after the previous physical, and expire after the 455th day or as indicated on the AF Form 1042, whichever occurs first. The required frequency may vary to address waivers and/or

individual physical limitations (as determined by the Flight Surgeon), but in no case will exceed 455 days.

7.10.4.3. OPR: AMC/SG.

7.10.5. Physiological Training.

7.10.5.1. Purpose: Familiarize aircrew members with physiological conditions associated with aircrew duties.

7.10.5.2. Description: Currency expires 5 years after the last day of the month in which accomplished. Refer to AFI 11-403 for description and requirements.

7.10.5.3. OPR: AFMOA/SGOA.

7.10.6. G007 Flight Records Review.

7.10.6.1. Purpose: Event to track crewmember's review of their flight records.

7.10.6.2. Description: Governed by AFI 11-401.

7.10.7. G010 CBRNE Training.

7.10.7.1. Purpose: Train crewmembers to successfully survive and fight in a Chemical, Biological, Radiological, Nuclear, or High-Yield Explosive (CBRNE) environment while wearing ground crew individual protective equipment.

7.10.7.2. Description: Academic and hands-on training with ground crew protective equipment components. G284, CBRNE Defense Awareness Course must be completed within 60 days prior to attendance of G010.

7.10.7.3. OPR: AMC/A7O or MAJCOM/CEX.

7.10.7.4. Curriculum Development: AFCESA/CEX and local civil engineering readiness flight.

7.10.7.5. Instructor: Qualified disaster preparedness personnel (Civil Engineering Readiness Flight).

7.10.7.6. Training media: Lecture, accompanied by hands-on training with the ground crew protective equipment.

7.10.8. G060 Tactics.

7.10.8.1. Purpose: To provide the crewmember with information necessary for effective and successful execution of the unit's assigned employment mission.

7.10.8.2. Description: G060 will be administered using courseware developed by AMC/A3D. The courseware is posted on the AMC Combat Operations SIPRNET CoP <https://afkm.wrightpatterson.af.smil.mil/amccombatops>. The course is based on information found in AFTTP 3-1, AFTTP 3-3 and AFI 11-2C-5v1 as well as any other documents pertaining to the execution of the unit's mission. Additional information may be added to the course by the unit tactician, weapons officer (if applicable) or by the direction of the OG/CC.

7.10.8.3. OPR: AMC/A3D.

7.10.8.4. Curriculum Development: AMC/A3D.

7.10.8.5. Training Media: Interactive lecture, Power Point presentation.

7.10.8.6. Instructor: Rated Instructor Required. Instructor will be a graduate of the USAF Weapons School or the Advanced Airlift Tactics Training Center (AATTC) Combat Aircrew Tactics Studies-Mobility Electronic Combat Officer Course (CATS-MECOC).

7.10.8.7. Additional Information: Tactics Instructors who teach G060 may credit their G060 semiannual requirement.

7.10.9. G070 Aircrew Intelligence.

7.10.9.1. Purpose: Provide crews fundamentals of threat knowledge, visual recognition, and collection and reporting requirements. Enhance crewmember understanding of threats to unit assets with a direct impact on mission success and aircrew survival.

7.10.9.2. Description: Course will provide aircrew with details concerning how, when and what to include in Mission Reports (MISREP), Ops-Intel interface, Request for Information (RFI), Escape and Evasion procedures and the development and coordination of Evasion Plans of Action (EPA).

7.10.9.3. OPR: AMC/A2T.

7.10.9.4. Curriculum Development: AMC/A2T, with tailoring by unit intelligence personnel.

7.10.9.5. Instructors: Certified Unit Intelligence Trainer.

7.10.9.6. Training Media: Lecture.

7.10.10. G080 Communications Procedures.

7.10.10.1. Purpose: To ensure crewmembers possess a thorough knowledge of all communication and COMSEC requirements.

7.10.10.2. Description: This course includes detailed discussion of equipment operation, procedures, and training requirements applicable to peacetime and wartime communications operations. Training should cover: Authentication procedures, OPLAN-8010 (if applicable), IFF/SIF codes, code loading devices (e.g., CZY-10, etc), equipment operation, AFSIR, HAVE QUICK, Flight Information Handbook (FIH), KY-58, COMBAT TRACK II, SECURE VOICE Radio, AMCH 33-1, Aircrew Communications Handbook, L-Band SATCOM (if applicable), COMSEC user requirements, (including and other communications information pertinent to unit. Reference: AFI 33-201, v2 Communication Security (COMSEC) User Requirements.

7.10.10.3. OPR: MAJCOM: AMC/A3T/A3A/CPSS/STSP.

7.10.10.4. Unit: ATS contractor, Combat Crew Communications, COMSEC responsible officer (CRO), and wing, operations group, and squadron training personnel.

7.10.10.5. Training Aids: AF Form 4168, COMSEC Responsible Officer and User Training Checklist.

7.10.10.6. Instructor: Wing, operations group, and squadron training personnel, if instructor led and Combat Crew Communications.

7.10.10.7. Additional Information: IAW AFI 33-201, v2, *Communications Security (COMSEC) User Requirements*, paragraph 5: “CROs use this AFI (AFI 33-201, v2) and other applicable publications to set up a comprehensive, periodic training program for COMSEC users. Training is mandatory for all personnel listed on the access list. Ensure that all personnel are familiar with correct procedures in operating associated cryptographic equipment utilizing applicable AFKAOs, KAOs, AFSSIs, or similar instruction provided by the COMSEC manager. Use AF AF FORM 4168, *COMSEC Responsible Officer and User Training Checklist*, to document initial and refresher training of all users. Complete a separate training checklist for each person with access. Each block beside each item that applies must contain the initials of the trainer and trainee. Provide annual refresher training to all personnel who have been granted access. Accomplish training at least every 365 days by completing a new AF AF FORM 4168. Maintain only the most current form on file. Ensure all personnel with authorized access know how to handle, control, and use the COMSEC material. Local procedures, updates, and the classified portion will be briefed by the unit’s Combat Crew Communications Flight.

7.10.11. G090 Anti-Hijacking.

7.10.11.1. Purpose: Provide crewmembers with training on US Air Force policy and guidance on preventing and resisting aircraft piracy (hijacking).

7.10.11.2. Description: This training will consist of a review of AFI 13-207, *Preventing and Resisting Aircraft Piracy [Hijacking]*, and a criterion test.

7.10.11.3. OPR: MAJCOM: AMC/A3T and A7S.

7.10.11.4. Unit: ATS contractor.

7.10.11.5. Training aids: CBT fulfills requirement.

7.10.11.6. Unit: The unit may supplement CBT with instructor led discussions based on the Use of Force Model (UFM) in AFI 31-207 and criterion test (locally developed).

7.10.12. G100 Law of Armed Conflict (LOAC).

7.10.12.1. Purpose: Ensure crewmembers understand the LOAC.

7.10.12.2. Description: This training includes the principles and rules of LOAC for aircrews to carry out their duties and responsibilities according to the Hague and Geneva Conventions. If units choose, this may be accomplished via CBT.

7.10.12.3. OPR: USAF/JAO.

7.10.12.4. Curriculum Development: Unit.

7.10.12.5. Training Media: Lecture, but may be CBT.

7.10.12.6. Instructor: Wing assigned legal officer or unit intelligence officer.

7.10.12.7. Additional Information: May be conducted during G070. Due to the different mission requirements, units have the option of putting increased emphasis on those areas in the course of particular interest to them. During wartime or contingency operations, the intelligence officer may brief LOAC with prior coordination between JA and intelligence. Intelligence is only responsible for presenting JA's scripted briefing. See

AFI 51- 401, *Training and Reporting to Ensure Compliance With the Law of Armed Conflict*.

7.10.13. G120 Isolated Personnel Report (ISOPREP) Review.

7.10.13.1. Purpose: Review of isolated personnel report (ISOPREP).

7.10.13.2. Description: May be completed during G070-Aircrew Intelligence Training (AIT). All crewmembers will maintain a digital ISOPREP in Personnel Recovery Management System (PRMS), IAW Joint Personnel Recovery Agency (JRPC) guidance. Once printed, the ISOPREP card is classified CONFIDENTIAL and must be safeguarded according to AFI 14-105, Unit Intelligence Mission and Responsibilities. Frequency in cited references is annual review, while MAF aircrews standardize at prescribed rate in Table 4.2 and at least every 180 days. During employment operations, personnel will review ISOPREP upon deployment, prior to the first mission of the day and as often as necessary thereafter.

7.10.13.3. OPR: AMC/A2.

7.10.13.4. Instructor: Unit Intelligence officer.

7.10.13.5. Additional Information: Complete review of DD Form 1833, *Isolated Personnel Report (ISOPREP)*, as prescribed by AFDD 2-1.6, *Personnel Recovery Operations*. See Joint Pub 3-50.2, *Doctrine for Joint Combat Search and Rescue*, and Joint Pub 3-50.3, *Joint Doctrine for Evasion and Recovery*, for process and examples. OPR is AMC/A2; Unit intelligence officer will maintain individual ISOPREP information at:
<https://prmsnatl.osc.acc.af.smil.mil/PRMS/Login/https://prmsnatl.osc.acc.af.smil.mil/PRMS/Login/>start.aspx?ReturnUrl=%2Fprms%2Fdefault.aspx>.

7.10.14. G130 Instrument Refresher Course.

7.10.14.1. Purpose: To ensure pilots possess sufficient knowledge of all applicable directives, procedures, and techniques to assure safe and professional instrument flying.

7.10.14.2. Description: Guidance for development of unit IRC programs, including topics and subject outlines, course length, instructor prerequisites, and methods of instruction is contained in AFMAN 11-210, *Instrument Refresher Course Program*. Familiarity with AFMAN 11-210 is essential for unit program developers and IRC instructors. For units that receive contractor provided IRC on an annual basis or units that teach IRC on an annual basis with a certified IRC instructor, log IRC upon completion of the IRC course. However, the Instrument exam will be completed within the evaluation eligibility period. See the AFFSA website for current list of topics that must be addressed: <https://afkm.wpafb.af.mil/ASPs/CoP/OpenCoP.asp?Filter=OO-ED-AF-96>

7.10.14.3. OPR: AFFSA and AMC/A3T; Curriculum Development: Air Force Flight Standards Agency (AFFSA) and unit.

7.10.14.4. Training Media: Full academic lecture, web-based training or a CBT and a 1-hour (minimum) academic lecture. This short-version lecture will cover applicable USAF, MAJCOM, NAF, and MDS-specific “Hot Topics” and applicable techniques and procedures for C-5 aircraft. For the extended academic lecture, the USAF Core IRC

available from AFFSA fulfills part of AFMAN 11-210 IRC requirements. Additional support is available from AMC/A3T. Unit program development assistance can be obtained by contacting AFFSA, as part of their “IRC Roadshow.”

7.10.14.5. Instructor: IRC-qualified instructor.

7.10.15. G182 Hazardous Cargo Training.

7.10.15.1. Purpose: To familiarize crewmembers with procedures and restrictions when carrying hazardous materials cargo.

7.10.15.2. Description: Complete ATS contractor-provided CBT instruction reviewing aircrew hazardous procedures IAW AFMAN 24-204(IP), *Preparing Hazardous Materials for Military Air Shipments, Attachment 25*. Training should be designed to review aircrew hazardous materials, IAW AFMAN 24-204(IP), AFJI 11-204, *Operations Procedures for Aircraft Carrying Hazardous Materials* and AMCH 11-214, *AMC Aircrew Hazardous Materials Handbook*.

7.10.15.3. OPR: AMC/A3T.

7.10.15.4. Additional Information: The loadmaster exam is incorporated into computer based training as part of the annual systems refresher course. Pilots must complete a 20-question open-book examination based on the contents of AMCH 11-214.

7.10.16. G220 Aircraft Systems Refresher.

7.10.16.1. Purpose: To maintain crew member knowledge and proficiency at mission qualified level.

7.10.16.2. Description: The flight engineer system refresher (FESR) conducted by the ATS contractor satisfies this event. The refresher course is 30 hours long and consists of instructor-based presentation. The loadmaster refresher is 23 hours long and consists of a combination of IBP, CBT, and CPT training media. The loadmaster refresher satisfies hazardous cargo training (G182).

7.10.16.3. OPR: MAJCOM: AMC/A3T.

7.10.16.4. Unit: ATS contractor.

7.10.17. G230 Crew Resource Management (CRM) Refresher.

7.10.17.1. Purpose: Mission-specific CRM continuation training class conducted according to AFI 11-290, *Cockpit/Crew Resource Management Training Program*, and the MAJCOM supplement.

7.10.17.2. Description: Reinforces initial CRM training through an academic review of the common core subjects (according to AFI 11-290) with specific emphasis on an annual refresher topic. This training is normally conducted in a classroom with interactive exercises to facilitate small group dynamics (class size should be limited to encourage group discussion). However, it may be accomplished by a crew in conjunction with the CRM simulator.

7.10.17.3. OPR: MAJCOM: AMC/A3T.

7.10.17.4. Unit: ATS contractor.

7.10.17.5. Additional Information: Completion of G261, G262, G263, or G264 credits G230.

7.10.18. G231 Initial Crew Resource Management (CRM) Training.

7.10.18.1. Purpose: Aircraft and crew-specific CRM training conducted according to AFI 11-290 and the MAJCOM supplement.

7.10.18.2. Description: Introduces common core subjects according to AFI 11-290. Initial CRM is accomplished at the FTU. Dual log with G230 for ARMS tracking purposes utilizing the initial checkride completion date.

7.10.18.3. OPR: MAJCOM: AMC/A3T.

7.10.18.4. Unit: ATS contractor.

7.10.18.5. Additional Information: Initial training is normally conducted during formal school initial qualification training. Crew members upgrading in-unit must complete initial CRM training IAW AFI 11-290.

7.10.19. G250 Simulator Proficiency Sortie (SPS).

7.10.19.1. Purpose: Simulator training focused on pilot proficiency.

7.10.19.2. Description: A simulator period that emphasizes basic flying proficiency and accomplishes currency and training requirements.

7.10.19.3. OPR: AMC/A3TA.

7.10.19.4. Additional Information: Dual credit with an M010 if the M010 minimum event requirements are met.

7.10.20. G261-264 Refresher Simulator.

7.10.20.1. Purpose: Continuation training for C-5 crewmembers.

7.10.20.2. Description: Consists of two WST periods conducted each quarter, one emphasizing aircraft systems normal, emergency, and instrument procedures, operational problems, and tactics; the other WST period will be a mission-oriented simulator training (MOST) emphasizing crew interaction and problem solving. G262 and G264 will include tactics scenarios.

7.10.20.3. OPR: AMC/A3T.

7.10.20.4. Unit: ATS contractor.

7.10.20.5. Additional Information: The following required continuation training events are accomplished and may be dual logged upon completion of any quarterly phase: G230 CRM Refresher. Crewmembers non-current for this event are restricted to local flying until they complete the next block of training, e.g., a crewmember who did not accomplish G262 due to a deployment or PME must complete G263 before flying on a mission. Loadmasters need only attend the mission-oriented simulator training (MOST) period annually.

7.10.21. G280 Aircrew Small Arms Training.

7.10.21.1. Purpose: To train crewmembers in successful engagement of enemy targets within the range and capabilities of their assigned weapon.

7.10.21.2. Description: Course will meet the requirements of AFI 36-2226. Units will use AFI 31-207, *Arming and Use of Force by Air Force Personnel*, Attachment 7 to instruct "Use of Force" training.

7.10.21.3. OPR: AMC/A7F.

7.10.21.4. Curriculum Development: Wing Combined Arms Training Maintenance (CATM).

7.10.21.5. Instructor: Qualified Security Forces Squadron combat arms instructor.

7.10.21.6. Additional Information: Active duty aircrew will follow requirements in **Table 4.2.** ANG/AFRC (see AFI 36-2226 for ARC guidance).

7.11. Aircrew Flight Equipment Training (LL) Events. MAJCOMs may combine and/or supplement courses to fulfill their needs. Refer to AFI 11-301V1, *Aircrew Flight Equipment (AFE) Program*, for course descriptions.

7.11.1. LL01 Aircrew Flight Equipment Familiarization.

7.11.1.1. Purpose: To ensure all crewmembers are familiar with C-5 aircrew flight equipment and are able to identify, locate and utilize appropriate emergency equipment.

7.11.1.2. Description: One time event, per base assignment, conducted prior to the first flight at home station to familiarize aircrew members with local AFE availability, issue, use, pre-flight, and post-flight procedures. This training will be provided for subsequent re-assignments to the same base. Units may combine with Local Area Survival (SS01). See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.11.1.3. OPR: AMC/A3T.

7.11.1.4. Unit: Squadron Aircrew Flight Equipment.

7.11.1.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.11.1.6. Instructor: Qualified Aircrew Flight Equipment Instructor.

7.11.1.7. Training Aids: IBT with AFE training aids.

7.11.2. LL03 Emergency Egress Training, Non-Ejection Seat.

7.11.2.1. Purpose: Understand aircraft egress procedures.

7.11.2.2. Description: Evaluates aircrew and passenger ability to demonstrate proficiency in air and ground emergency egress procedures. Stress the importance of aircrew coordination, aircrew and passenger responsibilities and use of appropriate emergency egress equipment. Ensure aircrews are aware of their responsibilities for conducting safety and passenger briefings IAW AFI 11-202, Vol 3. See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.11.2.3. OPR: AMC/A3T.

7.11.2.4. Unit: Squadron Aircrew Flight Equipment.

7.11.2.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.11.2.6. Instructor: Instructor aircrew and or Aircrew Flight Equipment instructor.

7.11.2.7. Training Aids: Aircraft and IBT with AFE training aids.

7.11.3. LL04 Aircrew Chemical Defense Training (ACDT).

7.11.3.1. Purpose: Understand Aircrew Chemical Defense procedures.

7.11.3.2. Description: An academic and equipment training session in which the aircrew member demonstrates and performs donning, doffing, and buddy dressing procedures using either the first or second generation ACDE or Aircrew Eye/Respiratory Protection (AERP) equipment. This training also includes information on hazards and limitations of wearing the equipment properly and improperly, preflight procedures, aircraft integration, and parachute descent emergency procedures. Each aircrew will demonstrate procedures during their initial class; subsequent classes require a minimum of 10% of aircrew participants to dress out and demonstrate ACCA decontamination processing procedures. Crewmembers who accomplish initial ACDT at a Technical Training Unit (TTU), Replacement Training Unit (RTU), or Formal Training Unit (FTU) will receive credit for initial training on arrival at their permanent duty station. Units will not combine this training with G010, CBRN training. See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.11.3.3. OPR: AMC/A3T.

7.11.3.4. Unit: Squadron Aircrew Flight Equipment.

7.11.3.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.11.3.6. Instructor: Aircrew Flight Equipment instructor.

7.11.3.7. Training Aids: IBT with AFE training aids.

7.11.4. LL05 Egress Training with ACDE.

7.11.4.1. Purpose: Understand Egress Training with ACDE.

7.11.4.2. Description: Evaluates the aircrew's ability to demonstrate proficiency in the use of primary as well as secondary air and ground egress procedures while wearing ACDE. Training will stress the unique changes in procedures to include added difficulties aircrew would and could experience as a result of wearing ACDE. Accomplishing this training also satisfies the requirements in LL03 if all LL03 objectives are met. See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.11.4.3. OPR: AMC/A3T.

7.11.4.4. Unit: Squadron Aircrew Flight Equipment.

7.11.4.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.11.4.6. Instructor: Instructor aircrew and or Aircrew Flight Equipment instructor.

7.11.4.7. Training Aids: Aircraft and IBT with AFE training aids.

7.11.5. LL06 Aircrew Flight Equipment Training (AFET).

7.11.5.1. Purpose: To familiarize aircrew with aircrew flight equipment.

7.11.5.2. Description: An academic and equipment training event, in which aircrew members demonstrate their ability to locate, preflight, and use all aircrew and passenger AFE carried aboard unit aircraft or issued to aircrew members. This training includes the limitations and safety issues related to AFE. Additionally, include aircrew clothing items and information on hazards associated with improper wear and failure to use only authorized clothing and equipment items. See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.11.5.3. OPR: AMC/A3T.

7.11.5.4. Unit: Squadron Aircrew Flight Equipment.

7.11.5.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.11.5.6. Instructor: Aircrew Flight Equipment instructor.

7.11.5.7. Training Aids: IBT with AFE training aids.

7.12. Mission Specific (M) Training Events.

7.12.1. M010 Proficiency Sortie.

7.12.1.1. Pilots. As a minimum, a pilot proficiency sortie will consist of the following:

7.12.1.1.1. Review of boldface emergency procedures.

7.12.1.1.2. Three instrument approaches.

7.12.1.1.3. Missed approach.

7.12.1.1.4. VFR traffic pattern (Not required if tactical events are accomplished.)

7.12.1.1.5. In addition, the following should be accomplished when available and applicable:

7.12.1.1.5.1. Tactical Departure (High or Low).¹

7.12.1.1.5.2. Tactical high-altitude arrival.

7.12.1.1.5.3. Tactical low-altitude arrival.

7.12.1.1.5.4. Holding pattern or procedure turn (to include entry).

7.12.1.1.5.5. Circling approach.

7.12.1.1.5.6. Simulated engine-out landing.²

7.12.1.1.5.7. Simulated engine-out go-around or missed approach.²

7.12.1.1.5.8. Partial flap landing (if applicable).

7.12.1.1.5.9. One additional tactical departure.¹

Notes:

1. Either high or low departures can be flown to meet the minimum requirement; however, at least one each of the high and low departures should be flown during each semi-annual period.

2. Units with colocated simulators will accomplish these events in the WST only.

7.12.1.1.6. If circumstances prevent completion on one sortie, credit may be taken after a second IP-supervised sortie, provided the combined activity fulfills the requirements of this paragraph. Instructors should tailor each proficiency sortie to the individual pilot's needs. Particular emphasis should be placed on simulated systems malfunctions, simulated-engine out operations, and instrument procedures. IPs will have individuals repeat maneuvers until proficient before crediting. IPs may credit a proficiency sortie after accomplishing all required events. If an M010 is accomplished in the WST, the students must be under the supervision of an IP or a qualified ATS contractor pilot instructor.

7.12.1.2. Flight Engineers. All training and crew qualification levels will accomplish at least one proficiency sortie in the basic crew position every 60 days. To credit a sortie first FEs and higher must perform the required pre-departure activities FE panel duties and checklists for the mission flown. Second FEs will perform Scanner's duties and checklists for the mission flown. **Note:** Any flight profile will satisfy the sortie requirement, e.g., second half ERCC, quick turns, and full-stop landings.

7.12.1.3. Loadmasters. Loadmasters must accomplish a preflight or through-flight inspection, inflight duties, and an onload or offload of either cargo or passengers. Loadmasters may credit proficiency sorties for each positioning and depositioning leg of a static load training mission where they accomplish a preflight or through-flight inspection, accomplish inflight duties, and participate in onload/offload training activities. Up to four loadmasters may credit a sortie during a heavy-weight AR training mission. Up to four may credit a sortie on a basic mission. Up to six loadmasters may credit a sortie for an SCTS mission. All training and crew qualification levels will accomplish at least one proficiency sortie in the basic crew position every 60 days.

7.12.2. M011 FE Proficiency Sortie (Simulator). Simulator sorties that include a full mission profile (take-off, landing and all associated checklists) may update 60-day currency. **Note:** 60-day sortie currency may not be regained in the simulator. Do not credit consecutive 60-day sorties in the simulator.

7.12.3. M030 Overseas Sortie.

7.12.3.1. Purpose: To keep crewmembers up to date with evolving ATC and 618 TACC procedures necessary for worldwide mobility tasking and ensure crews are proficient in oceanic crossing procedures.

7.12.3.2. Description: To credit an overseas sortie, the pilot flying and pilot not flying must occupy primary crew positions during a takeoff (P020) or landing (P190) outside the 48 conterminous United States and review oceanic crossing procedures and overseas airspace. Airspace considerations (MNPS, RNAV/RNP, AP1/2/3/4, etc.) for the intended route of flight, emergency procedure planning, and weather avoidance will also be covered. Crew members performing instructor or evaluator duty may log this event provided appropriate airspace and oceanic procedures are instructed/evaluated during the sortie. OG/CC may elect to substitute a CONUS operational sortie when airlift

requirements or crewmember availability is insufficient for accomplishing the overseas sortie requirement. Consecutive CONUS sortie substitutions are not permitted. In all cases aircrew members are still required to review airspace and oceanic crossing procedures based upon the frequency for M030 in [Chapter 4](#).

7.12.3.3. OPR: AMC/A3T.

7.13. Night Vision Goggle (NV) Training Events: Not used.

7.14. Proficiency (P or R) Training Events.

7.14.1. P005 Taxi Exercise.

7.14.1.1. Purpose: To ensure taxi proficiency for inexperienced pilots.

7.14.1.2. Description: As a minimum, the pilot taxiing must accomplish one 180-degree turn, one 90-degree left turn, and one 90-degree right turn using procedures that would be effective on minimum width runways and taxiways (See AFI 11-2C-5v3). Exercise includes instructor pre-briefing to include taxi references, engine blast hazards, foreign object damage (FOD) precautions, proper taxi braking techniques, speeds, power requirements, and AFI 11-218. Actual maneuvers may be accomplished on operational missions or locals, but instructor supervision is required for the ground briefing portion of this event.

7.14.2. P020 Takeoff.

7.14.2.1. Purpose: Continuation training for pilots.

7.14.2.2. Description: Initial takeoff or takeoff following a touch-and-go landing.

7.14.2.3. OPR: AMC/A3T.

7.14.2.4. Training Media: Aircraft or WST.

7.14.2.5. Instructor: Not required for continuation training.

7.14.3. P028 Right Seat Takeoff.

7.14.3.1. Purpose: Event to track seasoning and experience of pilots.

7.14.3.2. Description: Any takeoff accomplished from the right seat.

7.14.3.3. OPR: AMC/A3T.

7.14.3.4. Training Media: Aircraft or WST.

7.14.3.5. Instructor: Not required for continuation training.

7.14.3.6. Additional Information: Dual log with P020.

7.14.4. P029 Left Seat Takeoff.

7.14.4.1. Purpose: Event to track seasoning and experience of pilots.

7.14.4.2. Description: Any takeoff accomplished from the left seat.

7.14.4.3. OPR: AMC/A3T.

7.14.4.4. Training Media: Aircraft or WST.

7.14.4.5. Instructor: Not required for continuation training.

7.14.4.6. Additional Information: Dual log with P020.

7.14.5. P070 Instrument Approach.

7.14.5.1. Purpose: Continuation training for pilots.

7.14.5.2. Description: Training for pilots to fly Instrument Approach Procedures. Any precision (P100) or non-precision (P110) approach may be flown and credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height or missed approach and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished.

7.14.5.3. OPR: AMC/A3T.

7.14.5.4. Training Media: Aircraft or WST.

7.14.5.5. Instructor: Not required for continuation training.

7.14.6. P100 Precision Approach.

7.14.6.1. Purpose: Continuation training for pilots.

7.14.6.2. Description: Training for pilots to fly using Instrument Approach Procedures with the aid of glide slope and course guidance information. Any PAR, ILS, MLS, VNAV approach may be credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished.

7.14.6.3. OPR: AMC/A3T.

7.14.6.4. Training Media: Aircraft or WST.

7.14.6.5. Instructor: Not required for continuation training. Dual log with P070.

7.14.7. P110 Non-Precision Approach.

7.14.7.1. Purpose: Continuation training for pilots.

7.14.7.2. Description: Training for pilots to fly an instrument approach procedure with course guidance but without the aid of glideslope information. Any VOR, TACAN, NDB, localizer, ASR, or RNAV may be credited if the crew could safely land out of the approach. While the entire IAP need not be flown, the portion from the final approach fix through the missed approach and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished.

7.14.7.3. OPR: AMC/A3T.

7.14.7.4. Training Media: Aircraft or WST.

7.14.7.5. Instructor: Not required for continuation training.

7.14.7.6. Additional Information: See the Flight Manual, AFI 11-2C-5v3, AFI 11-202v3, and AFMAN 11-217v1, *Instrument Flight Procedures*, and AFMAN 11-217v3, *Supplemental Flight Information*, for additional information. Dual log with P070.

7.14.8. P118 RNAV Approach.

7.14.8.1. Purpose: Continuation training for pilots.

7.14.8.2. Description: Training for pilots to fly an instrument approach procedure using GPS RNAV or RNAV/VNAV procedures. While the entire IAP need not be flown, the portion from the final approach fix through the missed approach point and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished.

7.14.8.3. OPR: AMC/A3T.

7.14.8.4. Training Media: Aircraft or WST.

7.14.8.5. Instructor: Not required for continuation training.

7.14.8.6. Additional Information: See the Flight Manual, AFI 11-2C-5v3, AFI 11-202v3, and AFMAN 11-217 Volumes 1 and 3 for additional information. Dual log with P070 and P100 or P110 as applicable.

7.14.9. P120 CAT II ILS.

7.14.9.1. Purpose: Continuation training for pilots.

7.14.9.2. Description: Training for pilots to fly using CAT II Instrument Approach Procedures. While the entire IAP need not be flown, the portion from the final approach fix through the missed approach point and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished.

7.14.9.3. OPR: AMC/A3T.

7.14.9.4. Training Media: Aircraft or WST.

7.14.9.5. Instructor: Not required for continuation training.

7.14.9.6. Additional Information: See the Flight Manual, AFI 11-2C-5v3, AFI 11-202v3, and AFMAN 11-217 Volumes 1 and 3 for additional information. Dual log with P070 and P100.

7.14.10. P130 Circling.

7.14.10.1. Purpose: Continuation training for pilots.

7.14.10.2. Description: Training for pilots to fly a non-precision IAP to one runway and then safely land on another runway (at the same airport) or opposite direction. Any circling approach may be credited if the crew could safely land out of the circling approach. While the entire non-precision IAP need not be flown, the portion from the final approach fix through the missed approach point through the circle to either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished.

7.14.10.3. OPR: AMC/A3T.

7.14.10.4. Training Media: Aircraft or WST.

7.14.10.5. Instructor: Not required for continuation training.

7.14.10.6. Additional Information: See the Flight Manual, AFI 11-2C-5v3, AFI 11-202v3, and AFMAN 11-217 Volumes 1 and 3 for additional information. Dual log with P070 and P110.

7.14.11. P145 FE Approach TERPS Monitor.

7.14.11.1. Purpose: To apply TERPS objectives during an actual approach or departure.

7.14.11.2. Description: Flight engineers will occupy the jump seat during this event and assist pilots monitoring an instrument approach or departure procedure. Pilot participation is encouraged, emphasizing to the scanner the critical indications to monitor during an instrument procedure.

7.14.12. P160 Missed Approach.

7.14.12.1. Purpose: Continuation training for pilots.

7.14.13. P170 Approach and Go-Around (Simulated Engine-Out) (Dual log with P160).

7.14.13.1. Purpose: Continuation training for pilots.

7.14.14. P180 Approach and Landing (Simulated Engine-Out).

7.14.14.1. Purpose: Continuation training for pilots.

7.14.15. P190 Landing.

7.14.15.1. Purpose: Continuation training for pilots.

7.14.15.2. Description: Training for pilots to maintain proficiency landing the aircraft. Any landing actually accomplished (full stop, touch-and-go, stop-and-go).

7.14.15.3. OPR: AMC/A3T.

7.14.15.4. Training Media: Aircraft or WST.

7.14.15.5. Instructor: Not required for continuation training.

7.14.15.6. Additional Information: See the Flight Manual, AFI 11-2C-5v3, AFI 11-202v3, and AFMAN 11-217 Volumes 1 and 3 for additional information.

7.14.16. P192 Night Landing.

7.14.16.1. Purpose: Continuation training for pilots.

7.14.16.2. Description: Training for pilots to maintain proficiency landing the aircraft during periods of darkness. Any landing actually accomplished (full stop, touch-and-go, stop-and-go).

7.14.16.3. OPR: AMC/A3T.

7.14.16.4. Training Media: Aircraft or WST.

7.14.16.5. Instructor: Not required for continuation training.

7.14.16.6. Additional Information: See the Flight Manual, AFI 11-2C-5v3, AFI 11-202v3, and AFMAN 11-217v1 for additional information. Darkness is defined as the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac. Will be dual logged with P190.

7.14.17. P198 Right Seat Landing.

7.14.17.1. Purpose: Event to track seasoning and experience of pilots.

7.14.17.2. Description: Training for pilots to maintain proficiency landing the aircraft. Any landing actually accomplished (full stop, touch-and-go, stop-and-go) from the right seat.

7.14.17.3. OPR: AMC/A3T.

7.14.17.4. Training Media: Aircraft or WST.

7.14.17.5. Instructor: Not required for continuation training.

7.14.17.6. Additional Information: Dual log with P190.

7.14.18. P199 Left Seat Landing.

7.14.18.1. Purpose: Event to track seasoning and experience of pilots.

7.14.18.2. Description: Training for pilots to maintain proficiency landing the aircraft. Any landing actually accomplished (full stop, touch-and-go, stop-and-go) from the left seat.

7.14.18.3. OPR: AMC/A3T.

7.14.18.4. Training Media: Aircraft or WST.

7.14.18.5. Instructor: Not required for continuation training.

7.14.18.6. Additional Information: Dual log with P190.

7.14.19. P260 HAVE QUICK Radio.

7.14.19.1. Purpose: Continuation training for pilots.

7.14.19.2. Description: Training consists of properly configuring the radio for HAVE QUICK operation and making at least one transmission and reception using HAVE QUICK mode of operation with any source.

7.14.19.3. OPR: AMC/A3T, A3D.

7.14.19.4. Training Media: Aircraft.

7.14.19.5. Instructor: Not required for continuation training.

7.14.20. P270 Secure Radio Operation.

7.14.20.1. Purpose: Continuation training for pilots.

7.14.20.2. Description: Training consists of properly loading SECURE VOICE code and making at least one HF, VHF, and UHF transmission and reception using SECURE VOICE with like-equipped aircraft or secondary aircraft radio.

7.14.20.3. OPR: AMC/A3T, A3D.

7.14.20.4. Training Media: Aircraft.

7.14.20.5. Instructor: Not required for continuation training.

7.14.21. P280 Aircrew Chemical Defense Task Qualification Training (ACDTQT).

7.14.21.1. Purpose: Enable crewmembers to become aware of their limitations while wearing the partial chemical defense (CD) ensemble.

7.14.21.2. Description: An exercise emphasizing hands-on training, dressed out in partial chemical defense (CD) ensemble.

7.14.21.3. OPR: AMC/A3TL, A3D.

7.14.21.4. Training Media: Aircraft or WST.

7.14.21.5. Instructor: Not required for continuation training.

7.14.21.6. Additional Information: Complications of heat exhaustion, fatigue, hyperventilation, limited dexterity, and hampered communication can all be experienced during the exercise. Observers must closely monitor crewmember actions during the exercise. If a crewmember experiences difficulties such as excessive thermal stress, hyperventilation, headaches, etc., and either the observer or crewmember believes it is unsafe to continue, the equipment will be immediately removed.

7.14.21.7. ACDTQT should be accomplished in the WST. If accomplished in a WST, ATS instructors will observe the exercise. No other supervision is required and no restrictions apply on whom and how many crewmembers may wear the gear. If performed in the aircraft, only one pilot will be dressed out at any time. The aircraft commander will be supervised by an instructor pilot occupying the pilot seat. The pilot will be supervised by an instructor pilot or experienced aircraft commander (determined by the Sq/CC) in the pilot seat. A safety observer crew member will occupy the jump seat. Pilots will don the gear and accomplish at least one take-off, approach, and landing, and complete all crew position checklists associated with approach and landing.

7.14.21.8. FEs supervised by another FE will wear the gear during take-off, approach, and landing. Loadmasters, supervised by another loadmaster, will wear the gear while up/down-loading cargo, accomplishing a cargo compartment preflight, or performing cargo door and ramp operation. Prior to being scheduled for this event, each aircrew member must have completed SS02.

7.14.22. P356 Flight Engineer Proficiency Inspection. All first FEs and higher will accomplish at least one proficiency inspection at in the airplane or WST every 60 days. To credit a proficiency inspection, first FEs and higher must perform a flight engineer full preflight or thruflight. Second FEs are required to perform a Scanner full preflight or thruflight at the airplane every 60 days.

7.14.23. R010 Receiver AR.

7.14.23.1. Purpose: Continuation training for pilots.

7.14.23.2. Description: Aerial refueling conducted with one or more tanker aircraft.

7.14.23.3. OPR: AMC/A3T.

7.14.23.4. Training Media: Aircraft or WST/ARPTT.

7.14.23.5. Instructor: Not required for continuation training.

7.14.23.6. Additional Information: Pilots (FPL+) may credit one AR event per sortie by accomplishing closure from the pre-contact position and maintaining sustained contact.

As a guide, sustained contacts are defined as 10 minutes (tanker autopilot on) and 5 minutes (tanker autopilot off). An R010 may also be credited in the ARPTT/WST. Pilots (FPL+) may credit a receiver AR event (R010) by accomplishing 30 minutes of closures, a minimum contact of 5 minutes or greater, or both. Night (R020), Heavyweight ($\geq 600,000$ pounds) (R030), Breakaway and Emergency Separation (R040), and Tanker Autopilot Off (R050) may also be credited in the ARPTT/WST. ARIPs may credit an R010 by providing ARPTT/WST instruction on a minimum of two separate ARPTT/WST sessions.

7.15. Qualification and Certification (Q) Events. The following codes provide the basis for tracking aircrew qualification events and aircrew certification using the ARMS database (see paragraph 1.8). ARMS may be used to generate a computerized letter of X's". MAJCOM/A3Ts may authorize additions and modifications to the purpose and description of the codes to meet specific unit and mission requirements

7.15.1. Q001 Open-Book Qualification Examination.

7.15.2. Q002 Closed-Book Qualification Examination.

7.15.3. Q007 Senior Staff Basic Qualification Evaluation.

7.15.4. Q008 Instructor Evaluation.

7.15.5. Q009 Tactics Open Book Examination.

7.15.6. Q017 ILS PRM.

7.15.7. Q019 Airland Mission Evaluation. Units will utilize this code to track initial and recurring airland mission evaluations. Crew members that are only BMC qualified (FTL E) will utilize the AA01, *Qualification Check* or AA22, *Combined Qualification and Instrument Check, Simulator* ARMS codes IAW AFI 11-202v1. Senior Officer Course graduates use the Q007 ARMS code.

7.15.8. Q020 Air Refueling Evaluation.

7.15.9. Q044 Tactics.

7.15.10. Q090 Flight Publications Check.

7.15.11. Q160 Instrument Refresher Course Examination.

7.15.12. Q170 Flight Evaluation Folder Review.

7.15.13. Q280 MPD Phase Certification.

7.15.14. Q544 Phoenix Banner.

7.15.15. Q578 AMP. Tracking in ARMS not required after unit converts to AMP-modified aircraft.

7.15.16. Q579 RNAV.

7.15.17. Q581 AMP FCF.

7.15.18. Q586 Guantanamo Bay, Cuba.

7.15.19. Q587 Adak NAS.

- 7.15.20. Q588 Cape Lisburne AFS.
- 7.15.21. Q589 Cape Newenham.
- 7.15.22. Q590 Cape Romanzof AFS.
- 7.15.23. Q591 El Alto Intl.
- 7.15.24. Q592 Indian Mountain LRRS.
- 7.15.25. Q593 Sondre Stromfjord.
- 7.15.26. Q594 Sparrevohn LRRS.
- 7.15.27. Q595 Tatalina LRRS.
- 7.15.28. Q596 Tin City.
- 7.15.29. Q597 Unalaska.

7.16. Tactical Approaches/Departures (RS) Training Events. Events may be credited when completed on operational missions, local proficiency sorties, or in the WST.

7.16.1. RS06 High Altitude Tactical Arrival.

- 7.16.1.1. Purpose: Continuation training for pilots.
- 7.16.1.2. Description: Reference AFTTP 3-1 and 3-3.C-5 for recommended high altitude tactical arrivals above normal VFR pattern altitudes.
- 7.16.1.3. OPR: AMC/A3D, A3T.
- 7.16.1.4. Training Media: Aircraft or WST.
- 7.16.1.5. Instructor: Not required for continuation training.
- 7.16.1.6. Additional Information: Dual log with RS00.

7.16.2. RS16 Low Altitude Tactical Arrival.

- 7.16.2.1. Purpose: Continuation training for pilots.
- 7.16.2.2. Description: Reference AFTTP 3-1 and 3-3.C-5 for recommended low altitude tactical arrivals below normal VFR pattern altitudes.
- 7.16.2.3. OPR: AMC/A3D, A3T.
- 7.16.2.4. Training Media: Aircraft or WST.
- 7.16.2.5. Instructor: Not required for continuation training.

7.16.3. RS26 High Altitude Tactical Departure.

- 7.16.3.1. Purpose: Continuation training for pilots.
- 7.16.3.2. Description: Reference AFTTP 3-1 and 3-3.C-5 for recommended low altitude tactical arrivals below normal VFR pattern altitudes.
- 7.16.3.3. OPR: AMC/A3D, A3T.
- 7.16.3.4. Training Media: Aircraft or WST.
- 7.16.3.5. Instructor: Not required for continuation training.

7.16.4. RS36 Low Altitude Tactical Departure.

7.16.4.1. Purpose: Continuation training for pilots.

7.16.4.2. Description: Reference AFTTP 3-1 and 3-3.C-5 for recommended low altitude tactical arrivals below normal VFR pattern altitudes.

7.16.4.3. OPR: AMC/A3D, A3T.

7.16.4.4. Training Media: Aircraft or WST.

7.16.4.5. Instructor: Not required for continuation training.

7.17. SKE (SK) Events. Not Used.

7.18. Survival Training (SS) Events. AFI 16-1301 SERE Program is parent regulation. In such case where there is a conflict between this reference and the parent regulation, the parent regulation takes precedence. Refer to table 2.4 for SS event frequencies and grounding items. OPR is AMC/A3DT; Wing OPR is OSS/OSK. Courseware and guidance provided by AMC/A3DT (POC: MAJCOM SERE Functional Manager).

7.18.1. SS01 Local Area Survival.

7.18.1.1. Purpose: Identify environmental aspects that could affect an aircrew member in a local area, survival scenario. Determine personnel recovery tactics, techniques, and procedures applicable to local area flying operations.

7.18.1.2. Description: Reference AFI 16-1301 for details. When possible, combine and dual log with Aircrew Flight Equipment Familiarization Training (LL01).

7.18.1.3. OPR: AMC/A3DT.

7.18.1.4. Additional Information. Each unit is responsible for tailoring training to meet unit needs. Units may develop local standardized PowerPoint® briefings to satisfy this requirement. SS01 is a one-time requirement per PCS.

7.18.2. SS02 Combat Survival Training (CST).

7.18.2.1. Purpose: Mandatory for mobility personnel required to maintain currency in S-V80-A SERE TTPs.

7.18.2.2. Description: See AFI 16-1301, and AMC Supplement. Mission Ready (MR) and Combat Mission Ready (CMR) personnel will receive CST not to exceed 36 months between events.

7.18.2.3. Additional Information: This course must be taught by 1T0x1 SERE Specialists or other personnel trained IAW SERE training plans validated by the SERE MAJCOM Functional Manager and Approved by the Career Field Manager (HAF/A3O-AS).

7.18.3. SS03 Conduct after Capture (CAC).

7.18.3.1. Purpose: Mandatory for mobility personnel required to maintain currency in S-V80-A SERE TTPs.

7.18.3.2. Description: Mission Ready (MR)/Combat Mission Ready (CMR) and personnel assigned to combat-coded units will receive CAC not to exceed 36 months

between events. CAC must be completed prior to being awarded mission ready status. See AFI 16-1301, and MAJCOM supplements.

7.18.3.3. Additional Information: This course be taught by 1T0x1 SERE Specialists or other personnel trained IAW SERE training plans validated by the SERE MAJCOM Functional Manager and Approved by the Career Field Manager (HAF/A3O-AS).

7.18.4. SS05 Water Survival Training (WST).

7.18.4.1. Purpose: To provide aircrews with training necessary for a ditching or bailout over water situation.

7.18.4.2. Description: Mission Ready (MR)/Combat Mission Ready (CMR) and personnel will receive water survival training not to exceed 36 months. Refer to AFI 16-1301 and AMC supplement for further information.

7.18.5. SS06 Emergency Parachuting Training (EPT).

7.18.5.1. Purpose: Aircrew training geared towards the critical post ejection/egress and parachute malfunction procedures while suspended under the parachute canopy.

7.18.5.2. Description: All personnel assigned to aircraft carrying parachutes, will complete this training. See AFI 16-1301, and MAJCOM supplements.

7.18.5.3. Additional Information: ACF/FCF crews only.

7.18.6. SS07 Contingency SERE Indoctrination (CSI).

7.18.6.1. Description: CSI is a Combatant Command-directed training activity and designed to prepare high risk of isolation (HRI) personnel deploying to a specific theater of operations or contingency. CSI is also referred to as High Risk of Isolation (HRI), and is usually conducted by SERE Specialists, or COCOM certified personnel. Parent regulation is either the COCOM theater entry requirement, or the Foreign Clearance Guide, depending on the COCOM.

7.19. Mobility Pilot Development (V) Events. (See [Chapter 5](#) for additional information).

7.19.1. V280 MPD Phase I.

7.19.2. V281 MPD Phase II.

7.19.3. V282 AMC Orientation Tour/GRACC

7.20. Visual Low Level (VL) Events. Not Used.

7.21. Visual Threat Recognition and Avoidance (VT) Training Events.

7.21.1. VT01 Initial VTRAT Training.

7.21.1.1. Purpose: To train aircrew members on scanner duties during an anti-aircraft engagement.

7.21.1.2. Description: An automated course of classified instruction consisting of a sequence of lessons that exposes aircrew members to the various characteristics of threat scenarios while incrementally increasing the level of possible difficulty to allow the student to attain the level of expertise required for a qualified scanner.

7.21.1.3. OPR: AMC/A3D, A3T.

7.21.1.4. Training Media: VTRAT Trainer.

7.21.1.5. Instructor: Contractor.

7.21.1.6. Additional Information: One time event. The training should be accomplished at the formal school. The training includes group academics and an individual VTRAT performance test.

7.21.2. VT03 VTRAT Refresher.

7.21.2.1. Purpose: Annual refresher training on threat recognition and avoidance.

7.21.2.2. Description: Individual completion of VTRAT instruction and a summary drill.

7.21.2.3. OPR: AMC/A3D, A3T.

7.21.2.4. Training Media: VTRAT Trainer.

7.21.2.5. Instructor: Contractor.

7.21.2.6. Additional Information: Refresher training requires approximately 30 minutes per crew member.

7.22. NVG (VV) Events. Not used.

7.23. Unit Defined “X” Events. Reserved for use by local units. Publish OG/CC-level guidance documenting local event identifiers, associated ARMS nomenclature, volume, currency and/or frequency. OG/CCs should review all “X” events for relevancy to the unit’s mission during the TRP. This review should be documented in the TRP minutes.

HERBERT J. CARLISLE, Lt Gen, USAF
DCS, Operations, Plans and Requirements

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

Executive Order 9497, *Numbering System for Federal Accounts Relating to Individual Persons*
37 U.S.C. 301a, *Incentive Pay: Aviation Career*
Public Law 92-204, *Appropriations Act for 1973*
Public Law 93-570, *Appropriations Act for 1974*
Public Law 93-294, *Aviation Career Incentive Act of 1974*
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AFI 10-201, *Status of Resources and Training System*, 25 October 2011
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24 January 2007
AFMAN 10-401, Volume 2, *Planning Formats and Guidance*, 1 May 1998
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AFI 33-332, *Air Force Privacy Program*, 16 May 2011

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Adopted Forms

AMC Form 41, *Flight Authorization*

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 63, *Active Duty Service Commitment (ADSC) Acknowledgement Statement*

AF Form 522, *USAF Ground Weapons Training Data*

AF Form 847, *Recommendation for Change of Publication*

AF Form 1042, *Medical Recommendations for Flying or Special Operational Duty*

AF Form 1522, *ARMS Additional Training Accomplishment Report*

AF Form 3862, *Aircrew Evaluation Worksheet*

AF Form 4168, *COMSEC Responsible Officer and User Training Checklist*

AF Form 4022, *Aircrew Training Folder*

AF Form 4023, *Aircrew Training Progress Report*

AF Form 4024, *Aircrew Training Accomplishment Report*

AF Form 4025, *Aircrew Summary/Close-Out Report*

AF Form 4324, *Aviation Resource Management System (ARMS) Upgrade Worksheet*

DD Form 1833, *Isolated Personnel Report (ISOPREP)*

Abbreviations and Acronyms

AAR—Air-to-Air Refueling

AATTC—Advanced Airlift Tactics Training Center

AC—Aircraft Commander

ACAR—Aircraft Commander Air Refueling

ACDE—Aircrew Chemical Defense Ensemble

ACDT—Aircrew Chemical Defense Training
ACDTQT—Aircrew Chemical Defense Task Qualification Training
ACIQ—Aircraft Commander Initial Qualification
AD—Active Duty
ADSC—Active Duty Service Commitment
AERP—Aircrew Eye/Respiratory Protection
AETC—Air Education and Training Command
AF—Air Force
AFCESA—Air Force Civil Engine Support Agency
AFE—Aircrew Flight Equipment
AFEF—Aircrew Flight Equipment Familiarization
AFEO—Aircrew Flight Equipment Officer
AFPD—Air Force Policy Directive
AFI—Air Force Instruction
AFFSA—Air Force Flight Standards Agency
AFJI—Air Force Joint Instruction
AFMAN—Air Force Manual
AFMSS—Air Force Mission Support System
AFRC—Air Force Reserve Command
AFSC—Air Force Specialty Code
AFTTP—Air Force Tactics, Techniques, and Procedures
AMC—Air Mobility Command
AMCAOS—AMC Air Operations Squadron
AMOG—Air Mobility Operations Group
AMP—Avionics Modernization Program, Airfield Marking Patterns
AMW—Air Mobility Wing
ANG—Air National Guard
AP—Auto Pilot
AR—Air Refueling
ARC—Air Reserve Component
ARIP—Air Refueling Instructor Pilot
ARMS—Aviation Resource Management System

ARPTT—Air Refueling Part Task Trainer

ASR—Airport Surveillance Approach

AT—Anti-Terrorism

ATD—Aircrew Training Device

ATS—Aircrew Training System

B—Biennial

BAQ—Basic Aircraft Qualification

BLM—Basic Loadmaster

BMC—Basic Mission Capable

C—Cyclical (17-month qualification evaluation cycle)

CAC—Conduct After Capture

CBRNE—Chemical, Biological, Radiological, Nuclear, or High Yield Explosive

CBT—Computer-Based Training

CC—Commander

CEA—Career Enlisted Aviator

CLT—Cargo Loading Trainer

COMSEC—Communications Security

CONUS—Continental United States

CONOPS—Concept of Operations

CoP—Community of Practice

CP—Copilot

CPT—Cockpit Procedures Trainer

CRG—Contingency Response Group

CRM—Crew Resource Management

CRO—COMSEC Responsible Officer

CSD—Course Summary Document

CSI—Contingency SERE Indoctrination

CST—Combat Survival Training

CTA—Chemical Threat Area

CUR—Currency

CWD—Chemical Weapons Defense

DNIF—Duty Not Involving Flying

DO—Director of Operations

DoD—Department of Defense

DS—Defensive Systems

EMTF—Expeditionary Mobility Task Force

EP—Fully Certified/Qualified Evaluator Pilot who is performing evaluator duties on the mission

EPA—Evasion Plans of Action

ESD—Evaluation Standards Document

ETCA—Education and Training Course Announcement

FAIP—First Assignment Instructor Pilot

FE—Flight Engineer/Flight Examiner

FEB—Flight Evaluation Board

FEF—Flight Evaluation Folder

FFEQ—First Flight Engineer Qualification

FEIQ—Flight Engineer Initial Qualification

FL—Qualified Loadmaster (Non-Mission Ready)

FMS—Flight Management System

FOD—Foreign Object Damage

FP—Qualified Pilot

FPC—MR MPD Phase I Pilot

FPK—Graduate of aircraft commander or re-qualification course (ACIQ, PCO, PREQ) in local mission ready training.

FPL—Qualified MR Aircraft Commander Course Graduate Prior To Aircraft Commander Certification (ARMS Code)

FPN—Qualified NMR Pilot (ARMS Code)

FPQ—MR MPD Phase II Pilot

FS—Flight Surgeon

FTL—Flying Training Level

FTU—Formal Training Unit

GRACC—Global Ready Aircraft Commander Course

HARM—Host Aviation Resource Management

HARMS—Host Aviation Resource Management System

HNA—Host Nation Agreement

HQ—HAVE QUICK or Headquarters

HRC—High Risk of Capture

IA—Information Assurance

IAP—Instrument Approach Procedure

IAW—In Accordance With

IBT—Instructor-Based Training

IF—Instructor Flight Engineer

IFE—Instructor Flight Engineer

IFF/SIF—Identification, Friend Or Foe, Selected Identification Features

IL—Instructor Loadmaster

ILM—Instructor Loadmaster

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

IP—Instructor Pilot

IRC—Instrument Refresher Course

ISOPREP—Isolated Personnel Report

ITO—Individual Tryout

LCL—Local

LM—Loadmaster

LOAC—Law Of Armed Conflict

LTM—Line Training Mission

M—Monthly

MAF—Mobility Air Forces

MAJCOM—Major Command

MC—Mission Copilot

MCT—Mission Certification Training

MDS—Mission-Design-Series (i.e., C-5A)

ML—Mission Ready Loadmaster

MLS—Microwave Landing System

MOB—Main Operating Base

MOST—Mission-Oriented Simulator Training

MP—Mission Pilot (not applicable for Copilots)

MPD—Mobility Pilot Development

MPF—Military Personnel Flight
MPN—NMR Aircraft Commander (ARMS Code)
MR—Mission Ready
MSN—Mission
MTL—Master Task List
MWS—Major Weapon System
NAF—Numbered Air Force
NDB—Non-Directional Beacon
NGB—National Guard Bureau
NMR—Non-Mission Ready
NVG—Night-Vision Goggles
OCONUS—Outside the Continental United States
OG—Operations Group
OG/CC—Operations Group Commander
OGV—Operations Group Standardization and Evaluation
OME—Operational Mission Evaluation
OPLAN—Operations Plan
OPR—Office of Primary Responsibility
OPORD—Operation Order
OSS—Operations Support Squadron
PA—Privacy Act
PAA—Primary Aircraft Authorization
PAI—Primary Aircraft Inventory
PAR—Precision Approach Radar
PCS—Permanent Change of Station
PCO—Pilot Checkout
PDO—Publications Distribution Office
PFT—Programmed Flying Training
PIQ—Pilot Initial Qualification
PO—Project Officer
POC—Point of Contact
POP—Power-On Preflight

PR—Progress Review
PRCP—Phoenix Reach Crossflow Program
PREQ—Pilot Requalification
PRM—Precision Runway Monitoring
PTT—Part Task Trainer
QA—Quality Assurance
QACP—Quality Assurance Change Program
QAR—Quality Assurance Representative
RDS—Records Disposition Schedule
RNAV—Area Navigation
RPL—Required Proficiency Level
RTRB—Realistic Training Review Board
RVSM—Reduced Vertical Separation Minimums
SAR—Search and Rescue
SARMS—Squadron Aviation Resource Management System
SAT—Small Arms Training
SATCOM—Satellite Communications
SCM—Space Cargo Modification
SCTS—Space Cargo Transportation System
SERE—Survival, Evasion, Resistance, and Escape
SGTO—Small Group Tryout
SIMCERT—Simulator Certification
SIPRNET—Secret Internet Protocol Router Network
SPS—Simulator Proficiency Sortie
SORTS—Status Of Resources And Training System
SPINS—Special Instructions
SQ—Squadron
STAN/EVAL—Standardization And Evaluation
SUPT—Specialized Undergraduate Pilot Training
TACC—Tanker/Airlift Control Center (USAF)
TAD—Tactical Arrivals And Departures
TALCE—Tanker Airlift Control Element

TCAS—Traffic Alert Collision Avoidance System (also called E-TCAS)

TDY—Temporary Duty

TERPS—Terminal Instrument Procedures

TG—Training Guide

TIM—Technical Interchange Meeting

TL—Training Level

T.O.—Technical Order

TRP—Training Review Panel

TX—Transition

UNQ—Unqualified

USAF—United States Air Force

USAFEC—United States Air Force Expeditionary Center

VFR—Visual Flight Rules

VTRAT—Visual Threat Recognition and Avoidance Trainer

WG—Wing

WST—Weapon System Trainer

Terms

Academic Training (AT)—A course of instruction that includes, but is not limited to, classroom instruction related to aircraft systems and operation, flight characteristics and techniques, performance, normal procedures, abnormal procedures, and emergency procedures. To adequately prepare students, academic courses should be completed prior to simulator or flight training.

Aeromedical Evacuation (AE)—The movement of patients under medical supervision to and between medical treatment facilities by air transportation.

Aircraft Commander (AC)—Pilot who has been certified to perform “pilot-in-command” duties.

Aircraft Systems Refresher—Aircraft and crew position unique systems refresher courses.

Airland Aircrew—Basic or augmented crew qualified to conduct an airland mission.

Airland Loadmaster—Crewmember fully qualified to function as a loadmaster on airland missions.

Airland Mission—A flight that involves the delivery of cargo or personnel between airfields.

AR Mission—Flight that involves AR procedures as a tanker or receiver aircraft.

Aircrew Training Device (ATD)—Includes cockpit procedures trainer, boom operator part task trainer, weapons systems trainer, operational flight trainer, celestial training device, table top navigation and rendezvous trainer, cargo loading trainer, and other flight simulators.

Aircrew Training System (ATS)—Integrated qualification, upgrade, and continuation training program for crewmembers. Civilian contractors conduct most academic and ATD training.

Annual—Training required once every calendar year.

Basic Aircraft Qualified (BAQ)—Aircrew member who has successfully completed an in-flight evaluation but is not mission qualified in his or her assigned aircraft.

Biennial—Training required once every two calendar years.

Communications Security (COMSEC)—COMSEC material, other than equipment or devices, that assists in securing communications and which is required in the production, operation, or maintenance of COMSEC systems and their components. Examples are keys, codes, and authentication information in physical or electronic form, call signs, frequencies, and supporting documents.

COMSEC Responsible Officer (CRO)—Individual appointed by a unit commander to oversee the unit's COMSEC program as outlined in AFI 33-211, *Communications Security (COMSEC) User Requirements*.

Computer-Based Training (CBT)—Ground training system that uses computer-generated graphics or text in conjunction with interactive programs as the primary medium of instruction.

Continuation Training (CT)—Ground and flight training events necessary to maintain mission-ready or basic aircraft qualification status.

Copilot (CP)—Pilot qualified to perform duties in the right seat only.

Crew Resource Management (CRM) Training—See AFI 11-290. CRM is designed to improve aircrew teamwork, dynamics, and effectiveness.

Critical Phases of Flight—Take-off, AR, approach to landing, landing, or any flight maneuver stipulated in 11-2C-5 series instructions specifically requiring direct (access to controls) instructor supervision for qualified or unqualified crewmembers.

Currency Event—Flying continuation training events with prescribed maximum interval-between-accomplishment shown in the "CUR" column.

Currency Reference Month—Month used to determine when an annual requirement is due. The reference month may be based on when the event was first accomplished, birth month (for physical), semiannual period, or other reference timeframe based on unit requirements.

Cycle—17-month cycle based on in-flight evaluation completion according to AFI 11-202v2 and AFI 11-2C-5v2, and appropriate MAJCOM supplement.

Direct instructor supervision—Instructor of like specialty with immediate access to controls (for pilots, instructor will occupy either aircraft commander or pilot seat).

Event or task—A training event to be accomplished. Several events or tasks constitute a training profile.

Flight examiner or evaluator—A crewmember designated to administer evaluations.

Flight Qualified Flight Engineer (FF)—Qualified flight engineer, Non-mission ready.

Flight Qualified Loadmaster (FL)—Qualified Loadmaster, Non-mission ready.

Flight Qualified Pilot (FP)—Qualified Pilot

Flight Qualified Pilot (FPN)—Non-mission ready (MPD Graduate in Local MR Training).

Flight Qualified Pilot (FPQ)—Qualified, MR MPD Pilot.

Flight Qualified Pilot (FPL)—Qualified, MR, Direct Left Seat, Crossflow, OSA, or FAIP, Graduate (ACIQ Grad).

Flight surgeon (FS)—Medical doctor qualified to perform flight surgeon duties and has current aeronautical orders in that AFSC.

Flying Training Level (FTL)—A standard assigned to crewmembers, by the squadron commander, directing flying continuation training requirements.

Formal School Courseware—Training syllabi and all other materials used to conduct formal school courses (not necessarily at Lackland AFB, Texas).

Instructor—Crewmember trained, qualified, and certified by the Sq/CC as an instructor.

Instructor—candidate—An aircrew member undergoing upgrade training to instructor.

Instructor Supervision—A qualified instructor of like specialty supervising a maneuver or training event. For critical phases of flight, the instructor must occupy one of the seats or stations with immediate access to the controls.

Main Operating Base (MOB)—An active duty or AFRC/ANG training location.

Mission—Oriented Simulator Training (MOST). Part of a training program (e.g., crew resource management) that includes a practical application, full-mission scenario in the simulator or weapons system trainer.

Mission Loadmaster (ML)—Mission Ready Loadmaster.

Mission Flight Engineer (MF)—Mission ready Flight Engineer.

Mission Pilot (MPN)—Non-mission ready Aircraft Commander.

Mission—ready (MR)—Aircrew member who is current, qualified, and certified in the unit's designated missions.

Mobility Pilot Development (MPD)—Initial C-5 flying training course for non-prior qualified pilots. MPD consists of three phases: Pilot Initial Qual (PIQ), Continuation Training (CT), and Pilot Checkout (PCO)

Monthly—Training required once every calendar month.

Night—Night time is defined as that portion of time between the end of evening civil twilight and the beginning of morning civil twilight, as defined in the American Air Almanac. See AFI 11-401 and AFI 11-202v3.

Non—mission Ready (NMR)—Individual who is non-current or unqualified in the aircraft, incomplete in required continuation training, or not certified to perform the unit missions.

Off Station Training Flight—Any O&M-funded training mission which carries passengers or remains overnight (RONs) at a base other than home station.

Overseas Sortie (OCONUS Sortie)—A sortie that includes a take-off or landing outside the 48 conterminous states of the United States.

Part Task Trainer (PTT)—A device used to practice a specific task such as cargo door operation, cargo loading training, or receiver AR

Phoenix Reach Crossflow Program (PRCP)—Program that identifies highly experienced aircraft commanders from other MWSs for training and rapid upgrade in another MWS.

Pipeline—An initial qualification trainee directed for training via the Air Force Personnel Center process.

Primary Method—Training conducted normally at a location designated to train a course using a MAJCOM approved syllabus.

Quarterly—3-month periods defined as 1 October to 31 December (first quarter of the fiscal year), 1 January to 31 March, 1 April to 30 June, and 1 July to 30 September.

Refresher Simulator—Simulator training emphasizing aircraft systems, normal and emergency procedures, and mission-specific training requirements. Refresher simulators may be integrated into a block of training termed “phase training” for some weapon systems.

Requalification Training—Training required to qualify aircrew members in an aircraft in which they have been previously qualified. See [Chapter 2](#) for requalification training requirements.

Secondary Method—Training conducted at a location not normally designated to train a specific MAJCOM approved syllabus, e.g., airdrop qualification course conducted at a line unit.

Semiannual—6-month training periods from 1 January to 30 June and 1 July to 31 December.

Supervised Training Status—Crewmember will fly under instructor supervision as designated by the Sq/CC or evaluator. Use this status as a result of loss of currency or qualification, or due to less-than-qualified evaluation.

Tactical Arrival and Departures (TAD)—Tactical maneuvers in AFI 11-2C-5v3.

Training Devices—All trainers, computer assisted instruction, sound-on-slide programs, videos, and mockups designed to prepare students for flight training or augment prescribed continuation training.

Training Level (TL)—A standard assigned to crewmembers, by the squadron commander, directing continuation training requirements.

Triennial—Training required once every three calendar years.

Unit—Unless otherwise specified in this volume, “unit” refers to squadron-level activity.

Upgrade Training—Training to qualify an aircrew member in a higher crew position.

Weapon System Trainer (WST)—Aircrew Training device that provides synthetic flight and tactics environment in which crewmembers learn, develop, improve, and integrate skills associated with their crew position.

Frequency:—

Term	Definition	Example
180d, 365d, etc...	Expires at the end of the <i>n</i> th day after the Last Accomplished Date.	180d: If last accomplished = 10 Feb 07, expires end of = 8 Aug 07, overdue = 9 Aug 07
12m, 24m, etc...	Expires at the end of the last day of the <i>n</i> th Calendar Month after Last Accomplished.	15m: If last accomplished = 10 Feb 07, expires end of = 31 May 08, overdue = 1 Jun 08
M- Monthly	Expires the last day of the month.	If last accomplished = 10 Feb 07, expires end of = 31 Mar 07, overdue = 1 Apr 07
Q- Quarterly	Expires at the end of the last day of the Quarter after the Last Accomplished Quarter. Training Quarters are defined under the term "Quarterly."	If last accomplished = 10 Feb 07, expires end of = 30 Jun 07, overdue = 1 Jul 07
4Q - 4th quarter	Expires at the end of the last day of the 4th Quarter after the Last Accomplished Quarter. Training Quarters are defined under "Quarterly."	4Q: If last accomplished = 10 Feb 07, expires end of = 31 Mar 08, overdue = 1 Apr 08
SA - Semi- Annual	Expires at the end of the last day of the Semiannual period <i>after</i> the training was accomplished. The <i>Semiannual Training Periods</i> are specified under the term "Semiannual."	If last accomplished = 10 Feb 07, expires end of = 31 Dec 07, overdue = 1 Jan 08
A - Annual	Expires at the end of the last day of the Calendar Year <i>after</i> the training was accomplished.	If last accomplished = 10 Feb 07, expires end of = 31 Dec 08, overdue = 1 Jan 09
B - Biennial	Expires at the end of the last day of the 2nd Calendar Year <i>after</i> Training was accomplished.	If last accomplished = 10 Feb 07, expires end of = 31 Dec 09, overdue = 1 Jan 10
T - Triennial	Expires at the end of the last day of the 3rd Calendar Year <i>after</i> Training was accomplished.	If last accomplished = 10 Feb 07, expires end of = 31 Dec 10, overdue = 1 Jan 11
AR - As required	Self-explanatory	

Attachment 2

AIRCREW TRAINING DOCUMENTATION

A2.1. General Information. This attachment provides guidelines on proper training documentation. Instructions are provided for AF Form 4022, AF Form 4023, *Aircrew Training Progress Report*, AF Form 4024, *Aircrew Training Accomplishment Report*, and AF Form 4025, *Aircrew Summary/Closeout Report*, and aircrew training guides.

A2.1.1. Initiate a training folder (AF Form 4022) for ETCA formal training (either at FTU or in-unit), mission qualification, special qualification or certification training, in-unit upgrade program to the next higher crew qualification, requalification training (either at FTU or in-unit), for any corrective action or additional training, and all training conducted on multiple flight/ground training periods on multiple days.

A2.1.1.1. The unit operations officer may waive the training folder requirement if corrective action or training is limited. If initiated for corrective action, the instructor or flight examiner who evaluated the aircrew member's performance will enter comments pertinent to the training deficiency on AF Form 4023. Use the existing AF Form 4022 for end-of- evaluations that result in additional training.

A2.1.1.2. At the unit's discretion, training folders for an individual undergoing more than one training program in a short period of time may combine all training into one AF Form 4022.

A2.1.2. The FTU will send AF Form 4022 with all training records to the trainee's gaining unit. Sq/CCs or a designated representative will review FTU training records and document this review on AF Form 4023.

A2.1.3. Squadrons will maintain the training folders for their personnel in a location readily accessible to instructors and supervisory personnel. The trainee may review his or her folder at any time.

A2.1.4. The instructor or trainer will review the training folder prior to all training periods. Those areas not previously accomplished or those in which crewmembers require additional training, will be noted for possible inclusion during the current training period. The Sq/CC or operations officers will review active training folders quarterly, and flight commanders or squadron training representatives will conduct a monthly review. Monthly and quarterly reviews will be annotated on AF Form 4023.

A2.1.5. Upon completion of training, place the summary/closeout report (AF Form 4025) in the individual's training folder. Squadrons will retain all AF Forms 4022 for 1 year, then return them to the crewmembers. Do not insert AF Form 4022 or Forms 4023, or AF Forms 4024 into FEFs. Refer to the *Air Force Records Disposition Schedule (RDS)* located at <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm> for further guidance.

A2.1.6. Use AF Forms 4022, 4023, 4024, and 4025 for ATS and FTU courses.

A2.2. Instructions for AF Form 4022. This form is a folder constructed of hard stock paper. The inside covers have tables for documenting training. OG OST offices will ensure standardized training folder format between squadrons. AF Forms 4023, 4024, and 4025 and additional information (waivers, memorandums, etc.) will be attached through the centered holes

of the folder. Training guides will be placed inside the folder. The form is available through the AF publications distribution system. Comply with the following when documenting aircrew training on the form. **Note:** FTU instructors using ATS courseware are not required to complete the following sections of the AF Form 4022: ground training summary, written evaluations, and flying training summary if this information is tracked by other means and sent to the gaining unit with the AF Form 4022.

A2.2.1. Trainee Information (cover): Provides trainee and information.

A2.2.1.1. Name and grade. Self-explanatory.

A2.2.1.2. Aircrew position. Self-explanatory. (For aircrew members in an upgrade program, enter the aircrew position to which they are upgrading).

A2.2.1.3. Unit of assignment. Self-explanatory.

A2.2.1.4. Type of training. Enter formal title or, for special mission qualification, enter type, e.g., NVG, etc. For other types of training, enter a descriptive identifier.

A2.2.1.5. Class number. Enter FTU class number; otherwise, leave blank.

A2.2.1.6. Course number: Enter only the ETCA FTU identifier, e.g., "C5PIQ," "C5FIQ," "C5LIQ," etc. Otherwise, leave blank.

A2.2.2. Ground Training Summary (inside left). (This section provides a chronological record of ground training events). Record non-flying training events. Entries are required for PTT, CPT, WST, and ground training (GT). Ground training will be considered all academic training conducted outside the classroom not associated with a simulator or flight. Entries are required for in-unit academic instruction conducted according to FTU courseware. Classroom academic training will be identified as AT.

A2.2.2.1. Date. Self-explanatory.

A2.2.2.2. Training period. Enter sequentially numbered training period designators, e.g., "CPT-1," "WST-2," "GT-3," etc., or specific identifier.

A2.2.2.3. Status. Enter incomplete (INC) and the reason, e.g., "INC-MX" (maintenance) or "INC-PRO" (trainee proficiency) when an additional training period, over those remaining, will be required to accomplish the lost training events originally scheduled for that training period; otherwise, leave blank.

A2.2.2.4. Instructor or trainer (qualification). Enter the last name of the instructor or trainer and aircrew qualification, e.g., aircraft commander (AC), instructor pilot (IP), instructor navigator, instructor loadmaster, etc.

A2.2.2.5. Training time. Self-explanatory. Do not include time normally associated with prebriefing and debriefing

A2.2.3. Training Period Designators. Codes to describe training periods. Formal training schools may use more descriptive designators if required.

A2.2.4. Written Evaluations. Record data for the inflight evaluation required to complete the training program.

A2.2.4.1. Date. Enter the date the written evaluation was satisfactorily completed.

A2.2.4.2. Type. Enter the AFI 11-202v2, description or other appropriate identifier.

A2.2.4.3. Grade. Enter according to AFI 11-202v2.

A2.2.5. Performance Evaluation Summary. Record data on required evaluations including re-evaluations (if applicable).

A2.2.5.1. Date recommended. Enter the date recommended for a performance evaluation (CPT, WST, or flight).

A2.2.5.2. Type evaluation. Enter AFI 11202v2 evaluation description or other appropriate identifier.

A2.2.5.3. Instructor (qualification). Enter the last name and aircrew qualification of the instructor recommending the student for an evaluation.

A2.2.5.4. Operations review. The initials of the reviewer indicate a records review has been accomplished following recommendation for an evaluation. **Note:** Flight commanders or supervisors will accomplish reviews during formal training courses. Sq/CCs or operations officers are required to accomplish reviews prior to flight evaluations.

A2.2.5.5. Date evaluated. Enter the date the evaluation was completed.

A2.2.5.6. Evaluator. Self-explanatory.

A2.2.5.7. Grade. Enter according to AFI 11-202v2.

A2.2.6. Flying Training Summary (inside right). This section provides a chronological record of flying training sorties. Log all sorties scheduled even if canceled by external factors such as weather (WX) or maintenance (MX).

A2.2.6.1. Date. Self-explanatory. On operational missions, enter inclusive dates, e.g., 28 Jul - 7 Aug 95.

A2.2.6.2. Training period. Enter sequentially numbered training period designators, e.g., "S-1," "NVG-1," "O-2," etc.

A2.2.6.3. Status. Enter "INC" and reasons, "WX," "MX," or "PRO" when an additional training flight, over those remaining, will be required to accomplish lost training events originally scheduled for that period (INC-WX); otherwise, leave blank.

A2.2.6.4. Instructor (qualification). Enter the last name and aircrew qualification of the instructor.

A2.2.6.5. Mission time. Enter the total flight-time of the training or operational mission in the top half of the block.

A2.2.6.6. Cumulative time. Use this block to enter the individual's total cumulative flight-time in the specific training. Enter total cumulative flight-time in the top half of the block.

A2.2.7. Performance and Knowledge Standards. (For use with AF Form 4024, see paragraph [A2.4.11](#))

A2.2.8. Grading Codes. (For use with AF Form 4024, see paragraph [A2.4.8](#))

A2.3. Instructions for AF Form 4023. This form provides a narrative description of training missions and is also used for documenting operations review of training progress. File AF Forms 4023 on the left hand side of AF Form 4022 in order with the most recent on top. This form is optional if a training guide is used to record training. The ATS contractor may develop a training form approved by AMC/A3TA.

A2.3.1. Training Period and Date (Item 1). Training period is either ground, WST, or flight, i.e., GT-1, WST-3, S-4, etc. Also, annotate the date the training occurred.

A2.3.2. GT, FLY, and ATD (Items 2, 4, and 6). Annotate time allocated for training and keep a running total (Items 3, 5 and 7) by adding previous totals to current training period time (not applicable to AETC).

A2.3.3. Total Training Time (Item 8). Keep a running total of all training time (add items 3, 5, and 7).

A2.3.4. Remarks and Recommendations (Item 9). Describe the mission scenario. Local overprints are authorized, but may not alter the basic structure of the form. Comments will elaborate on trainee strengths and weaknesses, identify problem areas, record unusual circumstances, and indicate student progress. Recommendations will be specific and include tasks requiring further training and the type of training required. If more space is required for annotating remarks, draw vertical arrows through sortie information heading section (Items 1 through 8) of following block or form and continue remarks. When the trainee attains sufficient knowledge, experience, and prerequisites for upgrade, the instructor will recommend an evaluation and state: "Recommend evaluation for (crew position)" on the AF Form 4023. Trainees will not be recommended for an evaluation if a required event is incomplete or requires corrective action.

A2.3.4.1. Operations Review. In addition to reviewing all AF Form 4023 entries, the flight commander or squadron training representative will conduct a monthly review of active status AF Forms 4022. The Sq/CC or operations officer will review active status AF Forms 4022 at least once each quarter. The quarterly review satisfies that month's review. Document reviews on an AF Form 4023. The reviewer will annotate "monthly review" or "quarterly review," as applicable, in the training period block. Write comments concerning the trainee's progress, status, or recommendations in the mission profile, comments, and recommendations block.

A2.3.4.2. Monthly reviews are not required for FTU courses except in documented cases of unsatisfactory progress. ATS personnel will review the students' records and ensure all required training is completed prior to entering flight training. If problems are encountered during the flying phase, the squadron will conduct reviews necessary to document unsatisfactory progress.

A2.3.5. Instructor Block (Item 10). Instructors will sign their names and annotate their ranks and crew qualifications.

A2.3.6. Students Block (Item 11). Students will sign their name.

A2.3.7. Reviewer Block (Item 12). For monthly and calendar quarterly reviews, Sq/CCs, operations officers, or flight commanders will sign their name and indicate their position.

Flight commanders may use their initials in the review block after reviewing individual AF Form 4023 entries.

A2.3.8. AF Form 4023 will be completed and reviewed by the student prior to his or her next training period.

A2.4. Instructions for the AF Form 4024. This form tracks, for each sortie, individual event and task accomplishment and grades. Units may overprint event and task listings, total number of repetitions required, and the required proficiency level (RPL) for each event and task, but may not alter the basic structure of the form. Simulator, ground, and flight training events may be combined on a single AF Form 4024 provided they are separated in the 'Training Event/Task Listing' column. Maintain AF Forms 4024 on the right side of AF Form 4022. The ATS contractor may develop its own training form approved by AMC/A3TA.

A2.4.1. Name. Self-explanatory.

A2.4.2. Crew Position. Self-explanatory.

A2.4.3. Course or Phase of Training. Enter the ETCA formal identifier, e.g., C5CIQ. For special mission qualification, enter the type and identify the method of training, e.g., WST training, flying training, etc.

A2.4.4. Sortie. Enter sortie number e.g., S-1, S-2, CPT-1, etc.

A2.4.5. Date.

A2.4.6. Training Event and Task Listing. Reflects the tasks and subtasks in the training program that require specific student performance or knowledge proficiency standards.

A2.4.7. Number Accomplished. Reflects the number of times an event was accomplished on that sortie.

A2.4.8. Grade. Enter a "1", "B", "F", "P", "S" or "U" as appropriate.

A2.4.8.1. "1"—Item must be accomplished once by the crewmember, but does not require proficiency.

A2.4.8.2. "B"—Briefing item only.

A2.4.8.3. "F"—Familiarization item; proficiency is not required. The operations group commander or equivalent operations function will determine whether "F" items are completed by briefing, demonstration, observation, or actual accomplishment.

A2.4.8.4. "P"—Proficient; crewmember has achieved the required proficiency level.

A2.4.8.5. "S"—Satisfactory; crewmember has not achieved the required proficiency level but progress is satisfactory.

A2.4.8.6. "U"—Unsatisfactory; crewmember was previously proficient or satisfactory, but has regressed or progress is unsatisfactory. In this case, the student must regain proficiency prior to recommendation for an evaluation or certification. **Note:** Once a crewmember has received "P" for an event, the only subsequent grade allowed is either "P" or "U." Any event graded "U" must have an associated remark on AF Form 4023.

A2.4.9. Total Number Required. Indicates the total repetitions of an event or task required by the syllabus.

A2.4.10. Total Number Accomplished. Total of the number of repetitions actually accomplished.

A2.4.11. Required Proficiency Level (RPL). An RPL is required for the specific event and task. Each event and task will have a performance standard designated for the required proficiency level the crewmember must achieve. See **Table A2.1**. In addition, each event and task may have (optional) a knowledge standard designated and used in the same manner as a performance standard. See **Table A2.2**. The standards for specific events are listed in the applicable master task list (MTL) and evaluation standards document (ESD). If not listed, the events will have an RPL of “3” for performance and “C” for knowledge (if knowledge standards are used in addition to performance standards). **Exception:** One-time events required for familiarization and not listed in the MTL/ESD will not have performance and knowledge standard assigned. Performance and knowledge standards follow:

Table A2.1. Event and Task Performance Standard.

Code	Performance is:	Definition:
1	Extremely Limited	Individual can do most activities only after being told or shown how.
2	Partially Proficient	Individual can do most of the behaviors, but not necessarily to the desired levels of speed, accuracy, and safety.
3	Proficient	Individual can do and show others how to do the behavior in an activity at the minimum acceptable levels of speed, accuracy, and safety without the assistance of an instructor. For copilots, proficiency may involve actual aircraft control or copilot duties only. For instructors, proficiency includes the ability to demonstrate, instruct, and supervise ground and flight activity.
4	Highly Proficient	Individual can do behaviors in an activity at the highest level of speed, accuracy and safety.

Table A2.2. Event and Task Knowledge Standard.

Code	Knowledge of:	Definition:
A	Facts and Nomenclature	Individual can identify basic facts and terms about the subject and when used with a performance code, can state nomenclature, simple facts, or procedures involved in an activity.
B	Principles and Procedures	Individual can explain relationship of basic facts and state general principles about the subject and when used with a performance code, can determine step-by-step procedures for sets of activities.
C	Analysis, and Operating Principles	Individual can analyze facts and principles and draw conclusions about the subject and when used with a performance code, can describe why and when each activity must be done and tell others how to accomplish activities.

D	Evaluation and Complete Theory	Individual can evaluate conditions and create new rules or concepts about the subject and when used with a performance code, can inspect, weigh, and design solutions related to the theory involved with activities.
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A2.5. Instructions for the AF Form 4025:

A2.5.1. A Form 4025 will be completed for all training folder closures detailing the individual's strengths, weaknesses, overall performance, and other pertinent information (not required for retraining as a result of a failed evaluation unless directed by the Sq/CC). In the remarks section, annotate the total calendar time, GT time, flight time, and ATD time from the AF Form 4023. A copy of this report will be filed on the right side of the AF Form 4022 on top of any existing AF Forms 4024. 4025s will be closed out with the successful completion of one of the following events: flight evaluation (if required as part of the training program), instructor validation of successful program completion ("sign-off"), or squadron commander certification (if required as part of the training program. If additional training is needed after the checkride, the training folder may be reopened and the additional training annotated with another 4025 to close.

A2.5.2. Squadron commanders, operations officers and flight commanders will ensure the comments on the AF Form 4025 do not reflect personal opinions or biases. All comments must be supported by information contained in the AF Forms 4023 or 4024. At the FTU, the instructor will accomplish the AF Form 4025 and the Sq/CC's signature is optional. Refer to the *Air Force Records Disposition Schedule (RDS)* located at <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm> for further guidance.

A2.5.3. Upon completion of training, place the summary/closeout report (AF Form 4025) in the individual's training folder. Squadrons will retain all AF Forms 4022 for 1 year then return them to the crewmembers. Do not insert AF Forms 4022, 4023, 4024, or 4025 into FEFs. Refer to the *Air Force Records Disposition Schedule (RDS)* located at <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm> for further guidance.

A2.6. Aircrew Training Guides (TG). If available, use aircrew TGs for training programs.

A2.6.1. The ATS contractor will develop TGs. Units may produce TGs when the ATS contractor is unable to provide them. TGs will be developed in accordance with AFI 36-2201v2, *Air Force Training Program Training Management*. Coordinate TG development through appropriate MAJCOM with an info copy sent to AMC/A3T.

A2.6.2. Initiating TGs. Training and resource management personnel in each unit will initiate a TG on crewmembers prior to their entering any phase of qualification training. These TGs will be inserted in AF Form 4022 and may be used in lieu of AF Forms 4023 or 4024.

A2.6.3. Use of TGs. Specific instructions for annotating training are included in each TG. TGs should be placed in an AF Form 4022 and maintained in accordance with paragraph **A2.1.5**. TGs may be maintained separately from the AF Form 4022 provided that the training accomplished is recorded in the appropriate tables of the AF Form 4022. The AF Form 4023 is optional if the training guide is used to record training. The AF Form 4024 is optional if the TG is used to track individual event task accomplishment and grades. If the

Forms 4023 and 4024 are used in TGs maintained separately from the AF Form 4022, ensure copies of the Forms 4023 and 4024 are attached to the Form 4022 and the training accomplished is recorded in the appropriate tables of the Form 4022.

A2.6.3.1. Active status TGs will be carried by the student during all training and operational missions and made available to the instructor for review and annotation. The student will review the TG and initial the training progress record prior to the next training period.

A2.6.3.2. Complete the training progress record portion of the TG in sufficient detail to specify areas of training accomplished, areas needing improvement, recommended specific study areas for the trainee, and recommended training for the next training period. When the trainee attains sufficient knowledge, experience, and prerequisites for upgrade, the instructor will recommend an evaluation and state: "Recommend evaluation for (crew position)" on the AF Form 4023 or contractor-developed form. Trainees will not be recommended for an evaluation if a TG required event is incomplete or requires corrective action. **Exception:** Copilot and second FE flight simulator ATS progress reviews (evaluations) may be administered with open areas in the TG.

A2.6.3.3. On missions without an instructor or examiner, the senior qualified counterpart (e.g., AC for copilots, first FE for second FEs, qualified LM for LMs, etc.) will accomplish required training for those areas not requiring an instructor. Annotate applicable training information in the TG.

A2.6.3.4. When an initial qualification flight evaluation is not successfully completed and additional training is required, the flight commander will annotate deficient areas on reproduced pages of the appropriate TG and AF Form 4023 or contractor-developed form. This mini-TG will be placed in the AF Form 4022 and used to document completion of additional training.

A2.6.3.5. At the conclusion of training, when all requirements of the TG are met, fill-out an AF Form 4025 in accordance with paragraph **A2.5**. Maintain completed TG and associated AF Form 4025 in the training folder according to paragraph **A2.1.5**.

A2.6.3.6. Do not maintain the training guide in the flight evaluation folder.

A2.6.4. Review Procedures:

A2.6.4.1. Instructors and students will review the TG after each training period and discuss training accomplished, problem areas, and immediate goals. The following are areas that should be covered in the "comments" section:

A2.6.4.1.1. Pilots:

A2.6.4.1.1.1. AR missions. Indicate whether the flight was day or night. Also, include whether contact was heavy- or light-weight and the accumulated contact time.

A2.6.4.1.2. Loadmasters:

A2.6.4.1.2.1. Operational flights or static loads. Enter a general description of duties performed on every mission leg where training was accomplished. If the trainee assisted in an on/offload, enter a general description of the cargo and/or

number of passengers.

A2.6.4.2. The flight commander or squadron training representative will conduct a monthly review of TGs. This review will be indicated by entering initials and date in the review block of the TG. This review is not required if a quarterly review was accomplished.

A2.6.4.3. The Sq/CC or DO will review active TGs at least once each calendar quarter and prior to an evaluation. This review will be a separate entry on the TG and will include comments on weak areas and upgrade potential. Indicate review by signing the instructor-trainer block of the training progress record, and enter "quarterly review" in the training period identifier block.

A2.6.4.4. Records of crewmembers, not receiving training (but in an active status), will be reviewed monthly and quarterly as indicated above. If applicable, the statement, "no training accomplished during this period," the reason why, and the projected date when training will resume will be entered on the student's training progress record.

A2.6.5. Disposition of TGs:

A2.6.5.1. Retain completed TGs in AF Form 4022 for 1 year following completion of training.

A2.6.5.2. The FTU will maintain copies of the aircrew training records on incomplete trainees for 6 months.

Attachment 3

PILOT QUALIFICATION AND REQUALIFICATION

Previous Qualification	Goal	Time Unqualified ¹	Training Required
SUPT Graduate	C-5 Legacy	N/A	C-5 Legacy PIQ ²
	C-5 AMP		C-5 AMP PIQ
	C-5M		C-5M PIQ
C-5 Legacy	C-5 Legacy	0-39 mos non-flying assignment	Sq/CC-directed
		0-51 mos active flying assignment	
		39 mos-8 yrs non-flying assignment	C-5 Legacy PREQ
		51 mos-8 yrs active flying assignment	
		More than 8 years	C-5 Legacy ACIQ ²
	C-5 AMP	0-39 mos non-flying assignment	LAMP, AMP Diff,
		0-51 mos active flying assignment	Sq/CC-directed
		39 mos-8 yrs non-flying assignment	C-5 Legacy PREQ
		51 mos-8 yrs active flying assignment	or LAMP, AMP Diff
		More than 8 years	C-5 AMP ACIQ
	C-5M	0-39 mos non-flying assignment	C-5M ACIQ
		0-51 mos active flying assignment	
		39 mos-8 yrs non-flying assignment	C-5M ACIQ
		51 mos-8 yrs active flying assignment	
		More than 8 years	C-5M ACIQ
C-5 AMP	C-5 Legacy	0-39 mos non-flying assignment	Sq/CC-directed
		0-51 mos active flying assignment	
		39 mos-8 yrs non-flying assignment	C-5 Legacy PREQ
		51 mos-8 yrs active flying assignment	
		More than 8 years	C-5 Legacy ACIQ ²
	C-5 AMP	0-39 mos non-flying assignment	Sq/CC-directed
		0-51 mos active flying assignment	
		39 mos-8 yrs non-flying assignment	C-5 AMP PREQ
		51 mos-8 yrs active flying assignment	

		More than 8 years	C-5 AMP ACIQ
	C-5M	0-39 mos non-flying assignment 0-51 mos active flying assignment	C-5M ACIQ
		39 mos-8 yrs non-flying assignment 51 mos-8 yrs active flying assignment	C-5M ACIQ
		More than 8 years	C-5M ACIQ
C-5M	C-5 Legacy	Any time period	C-5 Legacy ACIQ ²
	C-5 AMP	0-39 mos non-flying assignment 0-51 mos active flying assignment	Sq/CC-directed ³
		39 mos-8 yrs non-flying assignment 51 mos-8 yrs active flying assignment	C-5 AMP PREQ ³
		More than 8 years	C-5 AMP ACIQ
	C-5M	0-39 mos non-flying assignment 0-51 mos active flying assignment	Sq/CC-directed
		39 mos-8 yrs non-flying assignment 51 mos-8 yrs active flying assignment	C-5M PREQ
		More than 8 years	C-5M ACIQ
FAIP, OSA, Phoenix Reach	C-5 Legacy	N/A	C-5 Legacy ACIQ ²
	C-5 AMP	N/A	C-5 AMP ACIQ
	C-5M	N/A	C-5M ACIQ
Senior Officer	C-5 Legacy	N/A	C-5 Legacy PSOC
	C-5 AMP	N/A	C-5 AMP PSOC
	C-5M	N/A	C-5M PSOC

NOTES:

1. An aircrew member is unqualified upon expiration of his or her qualification evaluation, loss of currency exceeding 6 months, or completion of a qualification evaluation in a different MDS, whichever occurs first.
2. Units must conduct Legacy C-5 ACIQ in-unit. Follow guidance in paragraph **1.5.5**.
3. Pilot must be prior C-5 AMP-qualified.